

Property Name	Parthia Tugboat
Location	650 MARINE DR NE

The Olympia Heritage Committee, as the designated authority under OMC 18.12.055, hereby certify the above-referenced property as having historic significance worthy of recognition and protection by the City of Olympia. The property is hence forth listed in the Olympia Heritage Register.

Olympia Heritage Commission Chair,
Holly Davies

Signature

Date

Property Information			
Historic Name		Parthia Tugboat	
Current or Other Name(s)			
Location		650 MARINE DR NE	
Parcel(s)		66130000100	
Zip Code		98501-8210	
Recognized Neighborhood Association			
Plat			
Block	N/A	Lot	12 & E1/2 13

Owner Information	
Name(s)	
Company/Organization	South Sound Maritime Heritage Association
Address (if different from property)	PO Box 2351
City	Olympia
State	WA
County	Thurston
Zip Code	98501
Phone	360-970-1063
Email	

Building Characteristics (if applicable)	
Built Date	1906
Other Date(s)	1936, reconfiguration
Architect	
Builder/Engineer	James W. Hall
Historic Use	Maritime Commerce
Current Use	Maritime Heritage
Style(s)	
Form	Original, gas screw vessel; reconfigured, oil screw vessel
Plan	47.25'L x 11.1'B; net tonnage: 9
Roof Shape	
Roof Material	
Foundation	
Cladding	
Windows	
Height	
Features to Preserve	<div>Exterior: xxxx</div> <div>Interior: xxxx</div>

Olympia Heritage Register Checklist

This historic resource meets the following criteria to designate a historic property in the Olympia Heritage Register under OMC 18.12.080:

X	At least 50 years old
N/A	Less than 50 years old, but has exceptional importance
X	Is well-maintained
X	Meets at least one (1) category
X	Retains at least two (2) elements of integrity

Categories

This historic resource is recommended to be listed in the Olympia Heritage Register under the following Category(ies), as provided in OMC 18.12.080:

X	A	Is significantly or substantially a part of or connected with events that have made a significant contribution to the broad patterns of national, state or local history.
X	B	Embodies the distinctive architectural characteristics of a type, period, style or method of design or construction, or represents a significant and distinguishable entity whose components may lack individual distinction.
X	C	Is an outstanding work of a designer, builder or architect who has made a substantial contribution to the art.
X	D	Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history.
	E	Is significantly or substantially a part of or connected with the lives of persons significant in national, state or local history.
	F	Has yielded or may be likely to yield archaeological information important in pre-history or history.
	G	Is a religious property deriving primary significance from architectural or artistic distinction or historical importance.
	H	Is a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.
	I	Is a birthplace or grave of a historical figure of outstanding importance.
	J	Is a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or cultural patterns.
	K	Is a reconstructed building that has been executed in a historically accurate manner on the original site.
	L	Is a creative and unique example of folk architecture and design created by persons not formally trained in the architectural or design professions, and which does not fit into formal architectural or historical categories.

Elements of Integrity

This historic resource retains the following elements of integrity as provided in OMC 18.12.080:

	Location	The place where the historic property was constructed or the place where the historic event occurred.
X	Design	The combination of elements, such as the form, plan, space, structure, and style, of a property.
X	Setting	The physical environment of a historic property.
X	Materials	The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
X	Artisanry	The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Significance Narrative

The following is mostly a direct copy of the text provided in the National Register of Historic Places nomination form for the Parthia Tugboat, by Shanna Stevenson, 2023:

The Tugboat Parthia is historically significant at the local level under Category A for its direct association to the maritime industry of the Puget Sound; Category B for embodying the distinctive characteristics of its type, period, and method of design and construction as a small harbor day tugboat from the early-twentieth century; Category C as outstanding work of notable shipwright, James W. Hall; and Category D for exemplifying and reflecting special elements of Olympia's cultural, social, economic, and engineering history as an early-twentieth century tugboat that operated in the Puget Sound.

The Parthia retains integrity of design, setting, materials, and artisanry. Later changes to the upper deck are representative of the changing requirements of tugboats over time and are now over 50 years old.

Category A

Commissioned in 1906, the tug originally plied the waters around Seattle for 30 years and then was moved to Olympia where she continued her craft for another 30+ years before being moved to Anacortes. The Parthia is a rare survivor of the early tugboat era which included assisting first schooners and then other vessels into ports for moorage, navigating difficult sea conditions for cargo vessels to take on cargo, and assisting with new ship launching. In the Pacific Northwest tugs were integral to the timber industry, bringing logs to mills for cutting, and then towing finished lumber and other commodities to scows and barges for shipment.

Category B

The Parthia is a small harbor day tug and represents early 20th century construction and design for tugboats. Built expressly for harbor work, the nominated vessel's design features the deep front hull and wide stern which was needed to accommodate powering through water. As a day harbor tug, the vessel has a minimal superstructure, mechanisms for towing harbor vessels and scant accommodations.



Olympia Heritage Register Nomination Form

Category C

The Parthia also serves as an intact example of the work of notable shipwright, James W. Hall. Based in Winslow, Washington, Hall built the Parthia as an independent project after he had been forced out of the family boatbuilding business (The Hall Brothers Shipyard) due to a corporate takeover.

Category D

Maritime history in Olympia is a special element of the City, and extends to many various branches of importance, including cultural, social, economic, and engineering. The Parthia tugboat exemplifies and reflects this special element of Olympia's history as a tugboat.

Physical Description

The following is mostly a direct copy of the text provided in the National Register of Historic Places nomination form for the Parthia Tugboat, by Shanna Stevenson, 2023:

"Designed and built in 1906, the tugboat Parthia spent its working life as a tugboat in Puget Sound; first in Seattle, then Olympia, and finally as a tugboat in Anacortes. She was then converted to a fishing vessel briefly in the La Conner area and then later as a recreational tugboat under several owners in Puget Sound. The Parthia is currently in dry dock undergoing restoration after being salvaged from a sinking in 2017.

The vessel has a high degree of integrity regarding materials, design, setting, [and artisanship]. The Parthia is located in the same location near Budd Inlet where it operated for nearly 40 years and near Puget Sound where it has been since it was launched in 1906.

The original registration in 1906 listed Parthia as a gas screw vessel with a length of 45 feet, breadth of 11 feet; depth of 4.9, built of wood with one deck, no mast, a sharp head and round stern. The gross tonnage as 13 tons and net tonnage as 8 tons. The vessel was built for the coasting trade under the supervision of James Winslow Hall, master carpenter, at Winslow, Washington.

In 1936, then owner Delta V. Smyth reconfigured the Parthia according to Coast Guard records. Smyth changed it from a gas screw to oil screw, added a mast and corrected the length and breadth to 47.25 feet in length; 11.1 feet in breadth with a net tonnage of nine tons. The one-masted vessel had a plain head and elliptic stern, retained today.

The tugboat was originally built with the wheelhouse forward of a small deckhouse, but by 1939, the wheelhouse had been changed to aft atop a larger deckhouse with four portholes according to archival photos. By 1939 there was a larger wheelhouse with access from the rear instead of the side and more side windows. A newspaper article in 1936, after Delta V. Smyth acquired the vessel, noted that the "superstructure was entirely being rebuilt," so it is likely the change dates from 1936. By 1939, the unique steel-welded jaw which is a stem-guard with teeth on the front of the hull for moving logs, was in place in photographs and continues to be evident. The Parthia maintained the 1930s wheelhouse and deckhouse configuration through the 1970s but by the time it was in use in La Conner, the deckhouse was reduced in size to its original configuration.

Since the boat was salvaged in 2017, the vessel has been undergoing restoration including work by George Kurzman, an experienced shipwright.



Olympia Heritage Register Nomination Form

Most of the original hull planking survives except for a small replacement section of cedar. The badly deteriorated wheelhouse was rebuilt to its 1950s era appearance using fir wood with a cedar top. It features a rounded pilot house front and flat-fronted, four-window rectangular, fixed windows configuration with back sliding door access. There are three rectangular, fixed windows on each side of the wheelhouse and two similar windows adjacent to the sliding door to the rear of the wheelhouse. The wheelhouse has the gearshift, exhaust stub and steering wheel. Access to below decks is through the wheelhouse forward and by a hatch forward of the deckhouse. The boat had a simple instrument panel. The historic wheel has been restored and the name board has been reproduced (the original is in storage). The foredeck has a metal bitt and a winch or windlass as well as cleats. There is also a metal bitt immediately aft of the wheelhouse.

The keel is built with long straight timber, the full length of the boat. The majority of the original galvanized iron fastenings are in place. The original fir double sawn frames or futtocks are in place along with the original fir continuous ceiling planking on the inside of the frames. The original decking has been replaced by plywood. The original fir keelson also remains in the hull.

The vessel is open below deck with the engine in the middle and no bulkheads which creates an open hull space. There was a toilet on board, now removed, forward but no galley or bunks. The 1936 renovation mentioned that there were accommodations for two crew at that time. During the restoration additional reinforcing materials were added below deck. According to Kurzman, "They are roughly 4"x12" each, they run fore-and-aft on either side of the centerline, below the deck beams. They tie the bits, on deck behind the wheelhouse, to all the other deck beams aft. I added the two vertical deck supports, [during the 2017 restoration work] 4"x6" fir, because the deck beams under the bits had sagged, and the deck collected water there."

Below deck are the engine, raw water filter, fuel tanks, fuel filter and drive shaft. The propeller connected to the drive shaft and rudder are at the rear of the boat. The engine is a non-functional GM671 motor.

The mid-1930s era lighting mast survives but because of display considerations, it is not currently stepped to the boat but is in secure storage.

Summary

The Parthia Tugboat meets all of the minimum requirements provided in OMC 18.12.080. The Tugboat is over 50 years old, is in the process of being rehabilitated and thereby well-maintained, meets four (4) categories of historic importance, and retains four (4) elements of integrity.

Photographs and Research

The NRHP nomination is attached to the end of this nomination, and contains photographs and research utilized in creating this nomination.

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 Tugboat Parthia
other names/site number _____

2. Location

street & number 650 Marina Drive ☐ not for publication
city or town Olympia ☐ vicinity
state Washington code WA county Thurston code 53 zip code 98501

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 X 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 _____

TUGBOAT PARTHIA

Name of Property

THURSTON CO., WA

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1	0	Total

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.)

Transportation/Water Related

Current Functions

(Enter categories from instructions.)

None/vacant

7. Description

Architectural Classification

(Enter categories from instructions.)

Other/Historic Vessel

Materials

(Enter categories from instructions.)

foundation: (Hull) Wood

walls: (Deckhouse) Wood

roof: (Deck) Wood

other:

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Name of Property

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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.)

Designed and built in 1906, the tugboat *Parthia* spent its working life as a tugboat in Puget Sound; first in Seattle, then Olympia, and finally as a tugboat in Anacortes. She was then converted to a fishing vessel briefly in the La Conner area and then later as a recreational tugboat under several owners in Puget Sound. The *Parthia* is currently in dry dock undergoing restoration after being salvaged from a sinking in 2017.

The vessel has a high degree of integrity regarding materials, design, setting, workmanship, association, and feeling. The *Parthia* is located in the same location near Budd Inlet where it operated for nearly 40 years and near Puget Sound where it has been since it was launched in 1906.

The original registration in 1906 listed *Parthia* as a gas screw vessel with a length of 45 feet, breadth of 11 feet; depth of 4.9, built of wood with one deck, no mast, a sharp head and round stern. The gross tonnage as 13 tons and net tonnage as 8 tons. The vessel was built for the coasting trade under the supervision of James Winslow Hall, master carpenter, at Winslow, Washington.

In 1936, then owner Delta V. Smyth reconfigured the *Parthia* according to Coast Guard records. Smyth changed it from a gas screw to oil screw, added a mast and corrected the length and breadth to 47.25 feet in length; 11.1 feet in breadth with a net tonnage of nine tons. The one-masted vessel had a plain head and elliptic stern, retained today.¹

The tugboat was originally built with the wheelhouse forward of a small deckhouse, but by 1939, the wheelhouse had been changed to aft atop a larger deckhouse with four portholes according to archival photos. By 1939 there was a larger wheelhouse with access from the rear instead of the side and more side windows.² A newspaper article in 1936, after Delta V. Smyth acquired the vessel, noted that the "superstructure was entirely being rebuilt," so it is likely the change dates from 1936.³ By 1939, the unique steel-welded jaw which is a stem-guard with teeth on the front of the hull for moving logs, was in place in photographs and continues to be evident. The *Parthia* maintained the 1930s wheelhouse and deckhouse configuration through the 1970s but by the time it was in use in La Conner, the deckhouse was reduced in size to its original configuration.⁴

Since the boat was salvaged in 2017, the vessel has been undergoing restoration including work by George Kurzman, an experienced shipwright.

Most of the original hull planking survives except for a small replacement section of cedar. The badly deteriorated wheelhouse was rebuilt to its 1950s era appearance using fir wood with a cedar top. It features a rounded pilot house front and flat-fronted, four-window rectangular, fixed windows configuration with back sliding door access. There are three rectangular, fixed windows on each side of the wheelhouse and two similar windows adjacent to the sliding door to the rear of the wheelhouse. The wheelhouse has the gearshift, exhaust stub and steering wheel. Access to below decks is through the wheelhouse forward and by a hatch forward of the deckhouse. The boat had a simple instrument panel. The historic wheel has been restored and

¹ RG 36, Master Carpenters Certificates, Box 9, pg. 106. National Archives at Seattle. Record group 26 Records of the United States Coast Guard, entry 50A-A1 {Marine Documents ("Official Number Files"), 1937-58} [ARC TITLE: Consolidated Merchant Vessel Documentation, 1942-1977] National Archives, Seattle.

² Photographs of the *Parthia* dated 1939; Norman Knutsen, *Tugs and Other Hard-Working Vessels of Puget Sound: A Scrapbook from the Earlier Days*. Bothell, WA: Book Publishers Network, 2010, 82-83.

³ Stan Lilian, "Along the Waterfront," *Morning Olympian*, February 6, 1936, 9.

⁴ Image of the *Parthia* at La Conner.

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the name board has been reproduced (the original is in storage). The foredeck has a metal bitt and a winch or windlass as well as cleats. There is also a metal bitt immediately aft of the wheelhouse.

The keel is built with long straight timber, the full length of the boat. The majority of the original galvanized iron fastenings are in place. The original fir double sawn frames or futtocks are in place along with the original fir continuous ceiling planking on the inside of the frames. The original decking has been replaced by plywood. The original fir keelson also remains in the hull.

The vessel is open below deck with the engine in the middle and no bulkheads which creates an open hull space. There was a toilet on board, now removed, forward but no galley or bunks. The 1936 renovation mentioned that there were accommodations for two crew at that time. During the restoration additional reinforcing materials were added below deck. According to Kurzman, "They are roughly 4"x12" each, they run fore-and-aft on either side of the centerline, below the deck beams. They tie the bits, on deck behind the wheelhouse, to all the other deck beams aft. I added the two vertical deck supports, [during the 2017 restoration work] 4"x6" fir, because the deck beams under the bits had sagged, and the deck collected water there."⁵

Below deck are the engine, raw water filter, fuel tanks, fuel filter and drive shaft. The propeller connected to the drive shaft and rudder are at the rear of the boat. The engine is a non-functional GM671 motor.

The mid-1930s era lighting mast survives but because of display considerations, it is not currently stepped to the boat but is in secure storage.

⁵ Email from George Kurzman to author, November 23, 2022.

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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

COMMERCE

Period of Significance

1906-1975

Significant Dates

1906 Construction

1936 Reconfiguring

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Hall, James W. (Builder)

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Narrative Statement of Significance

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

The Tugboat *Parthia* is historically significant at the local level under criteria A for its direct association to the maritime industry of the Puget Sound. Commissioned in 1906, the tug originally plied the waters around Seattle for 30 years and then was moved to Olympia where she continued her craft for another 30+ years before being moved to Anacortes. The *Parthia* is a rare survivor of the early tugboat era which included assisting first schooners and then other vessels into ports for moorage, navigating difficult sea conditions for cargo vessels to take on cargo, and assisting with new ship launching. In the Pacific Northwest tugs were integral to the timber industry, bringing logs to mills for cutting, and then towing finished lumber and other commodities to scows and barges for shipment.

Under criterion C, the *Parthia* is also significant as an outstanding example of its type (a small harbor day tug) and represents a period of construction (early 20th century) for early tugboat design. Built expressly for harbor work, the nominated vessel's design features the deep front hull and wide stern which was needed to accommodate powering through water. As a day harbor tug, the vessel has a minimal superstructure, mechanisms for towing harbor vessels and scant accommodations. The nominated tug also serves as an intact example of the work of notable shipwright, James W. Hall. Based in Winslow, Washington, Hall built the *Parthia* as an independent project after he had been forced out of the family boatbuilding business (The Hall Brothers Shipyard) due to a corporate takeover.

The *Parthia* retains a high degree of integrity, representing early 20th century tugboat design. Later changes to the upper deck are representative of the changing requirements of tugboats over time and are now over 50 years old. The period of significance begins with its construction and launching in 1906, and extends to 1975, the year the boat seized its tug hauling activities and was converted into a pleasure boat.

Early Olympia-Area Maritime History

Puget Sound Maritime history traces its roots back to Coastal Salish people who navigated "Whulge" as they called Puget Sound for centuries before Euro-American settlers. Squaxin Island Tribal members recognize the current site of Olympia as "Steh-Chass" and another site nearby was known as "bəsčətxwəd" (a Lushootseed language term).⁶ Tribal members used the waters of Puget Sound as their main transportation network. European contact came in 1792 when members of the George Vancouver expedition explored in Puget Sound and what is now the Olympia area.⁷

This was followed by the American U.S. Exploring Expedition under Lt. Charles Wilkes which came to Puget Sound and Budd Inlet in 1841. Wilkes named the inlet after his Lieutenant, Thomas A. Budd.⁸ Reportedly, the first permanent Euro-American settlers came to the Olympia area in the mid-1840s and by 1848, residents had built a landing to deep water in West Olympia.⁹ A group of local investors who founded the town purchased the brig *Orbit* in San Francisco in 1849, and they arrived in the newly named town of Olympia in 1850 and

⁶ <https://squaxiniland.org/> and "A People's History of the Seven Inlets Steh-Chass," Squaxin Island Tribe Museum Library and Research Center, 2018.

⁷ Robert C. Wing with Gordon Newell, *Peter Puget: Lieutenant on the Vancouver Expedition, fighting British naval officer, the man for whom Puget Sound was named*, Seattle: Graybeard Publishing, 1979, 68-69; Bern Anderson, "The Vancouver Expedition: Peter Puget's Journal of the Exploration of Puget Sound, May 7-June 11, 1792," *The Pacific Northwest Quarterly*, Vol. 30, No. 2 (April 1939), 177-217.

⁸ From Wilkes' Journal: July 9, 1841, "This Arm is of about 9 miles deep and the Shutes River [Deschutes] (or more properly creek) falls with its head down a fall of some 65 feet in height it is here about 10 feet wide and 2 deep it forms a basin of 50 feet in diameter at its foot from which the land rises and makes a cool pleasant retreat in summer the bubbling of the cascade is agreeable. After forming our encampment & discharging the Boats I dispatched Lt. B. [Budd] & Md. Eld to being the Survey, the head of this inlet or arm is very shoal for some distance (1/2 miles) from it head & has an extensive mud flat with a channel of 20 to 30 feet in width with water enough for a boat at low water." *Washington Historical Quarterly*, Volume 17, Number 2, April 1926. "Diary of Wilkes in the Northwest June 1841 continued from Vol. XVII," 65.

⁹ Hubert Howe Bancroft, *History of Washington, Idaho and Montana, 1845-1889*. San Francisco: History Co., 1890, 12.

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began the lumber trade.¹⁰ In 1851 Olympia became the location of the Puget Customs Collection District as a Port of Entry with Nisqually as a Port of Delivery.¹¹ Olympia quickly became a busy port with commodities such as lumber and shellfish. There were nearby lumber mills in Tumwater as early as the 1840s. And Olympia became the capital of the new Washington Territory formed in 1853.

Early images of Olympia show that at first a variety of steamers were utilized to tow schooners and lumber barges.¹² The first steamer came to Olympia in 1853¹³ and additional wharves and docks followed as the city became a steamboat hub until after the turn of the 20th century. Although Olympia suffered shallow mooring at low tide, what was then Percival Dock was an active steamboat calling place.¹⁴

To facilitate maritime trade, a long wharf was eventually constructed in the late 1880s¹⁵ and in the 1890s major dredging deepened the shipping channel. Additional dredging projects in 1911 extended the Olympia peninsula.¹⁶ These projects set the stage for shipbuilding in Budd Inlet during World War I and beyond and eventually facilitated the location of the Port of Olympia in 1922.¹⁷ Additional dredging and filling around the Olympia peninsula the 1930s and 40s accommodated changing industries. Today shipping from the inlet continues.

Budd Inlet Maritime History

As early as the 1870s, logs were being dumped into various inlets across the Sound (including Budd Inlet in Olympia) for rafting to mills and such use facilitated the need early on for tugboats.¹⁸ Reportedly the Hudson's Bay Company brought the first resident vessel (converted to a tugboat in 1874) to the Sound in 1836, the *Beaver*, which called at Olympia.¹⁹

Historian Gordon Newell cites that the *Goliah*, built in 1849 as one of the first purpose-built tugboats on the West Coast, first serving in California and then used by the Pope & Talbot mill at Port Gamble in Washington by 1871. The *Tacoma* joined Puget Sound tug boating in 1876.²⁰ Reportedly the side-wheeler *Resolute*, was also towing logs the Port Madison Mill by 1848. Other early tugs operated on the perilous Columbia River bar near Astoria—assisting sailing craft. The tugboats on Puget Sound were used to transport logs and when the lumber was finished, to bring the product (via barges) to docks where the lumber was loaded onto cargo ships. By 1891, the need for Tugboats on the Sound facilitated a tugboat pool, the Puget Sound Tugboat Company, who operated with four coal-burning boats.²¹ Among the earliest tugs in Budd Inlet were the *Politkofsky* (or

¹⁰ E. W. Wright, ed. *Lewis & Dryden's marine history of the Pacific Northwest: an illustrated review of the growth and development of the maritime industry, from the advent of the earliest navigators to the present time, with sketches and portraits of a number of well-known marine men*. Portland, OR: Lewis & Dryden Printing Co., 1895, 25 and Bancroft, 15. Sylvester's account of early Olympia: <https://olympiahistory.org/tag/edmund-sylvester/>

¹¹ Harvey Steele and Rand Careaga, *Northern Approaches: The United States Customs Service in Washington, 1851-1997*. Washington, D.C. Department of the Treasury, United States Customs Service, 1998, 1-18. Also see: William Lang, *Confederacy of Ambition: William Winlock Miller and Making of Washington Territory*, Seattle and London: University of Washington Press, 1996, 49-65.

¹² E. S. Glover, "Bird's eye view of the city of Olympia, East Olympia and Tumwater, Puget Sound, Washington Territory, 1879," San Francisco, A.L. Bancroft & Co., lithographer [1879] c1878.

¹³ Gordon Newell, *Ships of the Inland Sea: The Story of the Puget Sound Steamboats*, Portland, OR: Binfords & Mort, 1951, 10. To learn more about steamboat History in Olympia see: <https://www.maritimeoly.org/> and <https://olympiawa.gov/community/about-olympia/history-of-olympia-washington/mosquito-fleet.aspx>.

¹⁴ <https://www.thurstontalk.com/2014/07/01/olympia-history-percival/>; Gordon Newell, "Historic Percival Dock Yields to Waterfront Park," *Olympia News*, May 5, 1977, pg. 1. "Olympia Harbor, Puget Sound, Washington," Washington, D.C.: U.S. Coast & Geodetic Survey, 1876.

¹⁵ John C. Rathbun, *History of Thurston County, Washington from 1845 to 1895*. Seattle: Shorey Book Store, 1972, 88; Gordon Newell, *Rogues, Buffoons and Statesmen*, Seattle: Hangman Press, Superior Publishing Company, 1975, 112.

¹⁶ "Big Carlyon Fill Completed Cost \$96,000," *Olympia Daily Recorder*, April 10, 1911, 1.

¹⁷ Newell, *Rogues, Buffoons and Statesmen*, 145; Rathbun, 105.

¹⁸ Peter Replinger and James S. Hannum, M. D., *Atlas of South Puget Sound Logging Railroads*. Centralia: Gorham Publishing, 2022, 153-174.

¹⁹ <https://www.historylink.org/File/20976>

²⁰ [https://en.wikipedia.org/wiki/Goliah_\(1849_tugboat\)](https://en.wikipedia.org/wiki/Goliah_(1849_tugboat))

²¹ Gordon Newell, *Pacific Tugboats*. New York: Bonanza Books, 1957, 16-20.

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Polly) and the *Goliah* who serviced the lumber business in inlet in the 1880s.²² Both were part of the Olympia Steam Navigation Company.

After the steamboat era ended in the early 20th century, some steamers were converted to tugboats and subsequently ports saw the removal of much of the steamer infrastructure. One author notes that is why the appearance of the tugboat was distinctive.²³ The 1906 *Parthia* (a purpose-built tugboat) is a good example of this transitional era and is one of the rare survivors on the Puget Sound.

By 1903 the Olympia Tug & Barge was organized in the city of Olympia.²⁴ It was initially owned by A. J. Weston and headquartered at Percival Dock. Their tugs, the *Blue Star* and *Sophie* were captained by Fred Tew and Lemuel Smith. Besides towing logs, Tew's *Blue Star* also towed barges for passengers.²⁵ Other tugs found in the bay at the turn-of-the-century included the *A. R. Robinson*, *Fairfield*, and *Defender*, owned by Olympia Captain Walter Griffin.²⁶

With the establishment of the Port of Olympia in the 1920s additional towing companies were formed. The three main tugboat companies all based in Olympia included the Capital City Tug Co., owned by Volney Young and begun in 1908;²⁷ the Delta V. Smyth Tugs & Barges, owned by Delta V. Smyth; and Olympia Towing, owned by the Willie Family and located on the west side of the Bay.²⁸ Reportedly by the early 20th century, there were more than 200+ tugboats on the Puget Sound and as many as 15 tugs dedicated to the harbor in Olympia.²⁹

Tugboats like the *Parthia* facilitated towing by attaching a line from a bitt with a winch on the vessel to a scow, barge or log raft hence the need for the fantail stern of the boats. Because of their work, the boats were powered by heavy-duty, slow-speed engines which took up a significant space in the vessel. The engines were also reversible for guiding vessels. Log rafts, a major part of the work of harbor tugs, were made up by boomsmen with pike poles. The boomsmen sorted the logs and enclosed them with boomsticks (logs) which were then chained together forming log rafts, towed by tugs.³⁰ The tugs traditionally had manila rope fenders which were replaced with rubber tires in later years.

The log raft towing was described by author Norman K. Knutsen, "For towing, the hook [a manila hook line, having a large galvanized steel hook on one end] was attached to a boom chain ring at one corner of the raft, and the free end of the tow line was wrapped several times on the towing bitt."³¹ The bitt is a large steel cleat bolted to the deck aft of the wheel made out of pipe where the hawser or cable line is attached.³²

The tugboat *Parthia* was built under the direction of master carpenter James W. Hall at his own boatyard in Winslow, Washington. According to contemporary newspaper accounts, the boat was commissioned as a retirement venture for Captain Henry Piltz, a noted schooner captain along with his son, John Henry "Jack" Piltz. They were equal owners of the vessel. The *Seattle Daily Times* marked the occasion of its launching from Eagle Harbor in Winslow on October 20, 1906, saying the vessel was to be used exclusively for harbor towing.³³ John Henry Piltz served as the captain, and the tug initially operated in Seattle.

²² Tug *Goliah* was towing an 800,000 log boom "Mere Mention," *Washington Standard*, July 8, 1887, 3. The tug *Politofsky* was noted in the Olympia harbor in "Mere Mention," *Washington Standard* on May 13, 1887, 3; June 3, 1887, 3 and August 26, 1887, 3.

²³ Norman Knutsen, *Tugs and Other Hard-Working Vessels of Puget Sound: A Scrapbook from the Earlier Days*. Bothell, WA: Book Publishers Network, 2010, 43.

²⁴ "Organized for Business. Capt. Tew Goes into Tug Boat Business on an Extended Scale," *Morning Olympian*, April 17 1903, 1.

²⁵ "Excursion to Finest Picnic Grounds on the Sound," *Morning Olympian*, July 26, 1903, 4.

²⁶ "News of City in Brief," *Morning Olympian*, October 5, 1900, 3.

²⁷ "City and Country," *Washington Standard*, July 31, 1908, 3.

²⁸ Directory of Olympia City & Thurston County. Seattle: R. L. Polk & Co., Inc. 1902-2022 (titles and publication locations vary).

²⁹ Knutsen, 43.

³⁰ Knutsen, 41.

³¹ Ibid.

³² Phone interview with George Kurzman, November 8, 2022.

³³ "Tug is Launched Today," *Seattle Daily Times*, October 20, 1906, 5.

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Hall Brothers Shipyard

At the time of its launching, carpenter James W. "Jimmy" Hall, was a veteran boat builder having grown up in the industry. His father and uncles had established the Hall Brothers Shipyard on the west coast in the late 1860s.

Initially organized by brothers Isaac, Henry K. and Winslow Hall, the brother's shipbuilding expertise was handed down from a long line of Hall ancestors who were involved in shipping and boat-building 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 the Pacific Northwest in 1874. Initially founded in San Francisco, due to the high cost of lumber and labor in the city, the Halls looked to the Puget Sound region and an ideal location to open a new business. Isaac, a master shipwright and the most experienced shipbuilder, managed and operated the construction of the vessels in the new shipyard in Port Ludlow. Winslow directed the business affairs, secured contracts, and drew up the designs for the new vessels from their San Francisco office. The youngest of the brothers, Henry who was Harvard educated, joined Isaac in Port Ludlow.

The Hall Brothers Shipyard was one of the more prominent shipbuilding firms in the Puget Sound region. The Hall Brothers vessels were distinguished by exceptional workmanship, exquisite hull lines, long sharp bows, graceful sterns, great speed, large capacity and ease of sailing. In the span of 30 years the brothers designed a built a variety of wooden vessels.

Together, the Hall's built 31 vessels at Port Ludlow. Upon Isaacs's death, Henry became the managing partner in Puget Sound and Winslow, continued as chief naval architect and business manager for their operations in 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. At the new site between 1881 and 1904, 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, on Eagle Harbor. Still on Bainbridge Island, the new site was on an inlet north of the Port Blakely yard and had room for expansion. Construction of the fully equipped, 15-acre modern shipbuilding and ship repair facility began in 1902. Before opening in the new location the business was reincorporated as the Hall Brothers Marine Railway & Shipbuilding Company and the community around the shipyard was renamed Winslow. Henry Hall served as the president, John L. Hubbard as the vice president, E.H. Lincoln as the secretary, and James W. Hall (Henry's son, and at the time a recent Harvard graduate) as the treasurer.

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 Winslow Marine Railway & Shipbuilding Company. The following year, Griffiths leased the yard to D. W. Hartzel, Inc., which used the facility to install machinery in hulls built at other yards. After World War I, Griffiths retook control of the yard, using it to do repair work for Puget Sound's ferry operators. Once the Great Depression of the 1930s hit, few jobs remained in the shipyard and in 1931 it suffered a fire. In 1934 the yard was improved, and the company was able to survive the Depression years. During World War II workers 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.

In 1948 the company was sold again and was renamed the Commercial Ship Repair of Winslow. After the war, 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, its assets were sold, and the property was split into a private marina and Washington State Ferries maintenance facility.

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As shipbuilders, Hall Brothers stood second to none for their technical ability, conscientious work and the serviceableness of the ships that they produced. The "Hall Model" and the Hall flag were known in all ports of the Pacific Ocean from Puget Sound to Freemantle, Australia, and from Valparaiso, Chile to Vladivostok, Russia.

Henry K. Hall died in Seattle on August 23, 1909, at the age of 79. He was laid to rest next to his brother, Winslow, at San Francisco's Cypress Lawn Memorial Park. After his death the business was primarily run by James W. Hall, who retired and eventually sold his interest in the business in 1916. In 1918, he was appointed District Inspector for the Washington district of the U.S. Shipping Board.³⁴ He died in Seattle on August 19, 1945 at the age of 81.³⁵

While the business was still under the Hall Brothers name when the *Parthia* was built, newspaper accounts note that James W. Hall was the builder, and some scholars note that the *Parthia* was not constructed at the Hall Brothers Shipyard at Winslow. According to maritime historian Michael J. Mjelde, the *Parthia* was likely a separate, independent venture by James W. Hall.³⁶ At the time, Hall had severed his association with the yard early in 1904, when Pope & Talbot Lumber Company became a major stockholder. Mjelde has stated that John Hubbard, a principal stockholder, was listed on master carpenter certificates as being the principal shipwright at the yard, not James W. Hall. Instead, the *Parthia* was built at a site west of the main yard at the foot of Madison Avenue. The building site was provided by the then owner of that property which was leased to James W. Hall following his father's death in 1909.

Piltz Family

The financiers of the *Partha*, the Piltz family, were a large family of mariners. Mariner patriarch George Piltz and his wife Margaret Piltz were the parents of a three ships' captains - Henry, John and Emil. The German native, born in 1844, Henry Piltz had gone to sea at age 16 and eventually captained the schooners *James Tuft* as well as the *Robert Searles*, which were both built by the Hall Shipyard. According to the *San Pedro Daily News* when Henry decided to commission the *Parthia* in 1906, he was looking toward retirement from deep sea navigation. However, he did not officially retire until 1912. He passed away in Seattle in 1922.³⁷

His brother John also had a connection with Hall Brothers. He was the Captain of the *H.K. Hall*, a five-masted schooner, when it was launched by the Hall Shipyard in 1902.³⁸ According to Piltz family records, John retired from marine work in World War I and worked for the Secret Service. He also was a fleet captain for the Shipping Board during World War I in Portland.³⁹ He died in California in 1937.⁴⁰

Henry and his son "Jack" only owned the *Parthia* for just a few short years. While Jack was listed as the Captain of the tug in the 1908 per Seattle City Directory,⁴¹ by 1910 the *Parthia* was owned by the Pacific Tow Boat Company and Captained by Percy Lermond, who owned a 50% interest in the boat. The Pacific Tow Boat Company was established in Seattle in 1909 by Frank M. Duggan, W. R. Chesley, and W. L. Beddow. By the 1940s, the firm was associated with the Foss Co. and operated in Everett. The Pacific Tow Boat Company was dissolved in 1969.⁴²

Captain Lermond was a native of Maine. According to his obituary he came to Bainbridge Island in 1887, but returned to Maine in 1906 and then came back to Seattle in 1908. He retired in 1933 and died in 1959 in

³⁴ "Wood Ship Bureau Secures J.W. Hall," *Seattle Post Intelligencer*, April 14, 1918, 20.

³⁵ "J.W. Hall of Ship Fame Dies," *Seattle Times*, August 20, 1945, 15.

³⁶ Email from Michael Mjelde to author, April 8, 2023.

³⁷ "Along the Wharves," *San Pedro Daily News*, October 18, 1906, 3.

³⁸ White, 97.

³⁹ "Injunction Obtained in Portland," *Seattle Daily Times*, May 21, 1921, 10. Piltz Family, Jon Tikivandeu Michael Jonassen Papers, MS Papers-6626, Alexander Turnbull Library, National Library of New Zealand.

⁴⁰ Death notice for J. H. Piltz in the *San Francisco Chronicle*, July 29, 1937 and Family Search.

⁴¹ Polk's Seattle City Directory. Seattle: R. L. Polk & Co., Inc., 1908.

⁴² Corporation records of Pacific Tow Boat Company at Washington State Archives.

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Seattle.⁴³ Lermond was captain of the *Sarah Renton*, *Favorite* and *Albion steamers* around the turn of the 20th century.⁴⁴ And he is noted as the captain of the ill-fated steamer *Dix* which sunk off the shores of Seattle in 1906 with significant loss of life. Lermond lost his captain's license over the incident, but it was reinstated in 1909.⁴⁵

The 1911 Seattle City Directory notes that Pacific Tow Boat was operating from King Street Dock.⁴⁶ A 1912 *Seattle Daily Times* news story lists the *Parthia* as the smallest vessel of the Tow Boat Company's fleet of eight boats.⁴⁷ By August 1912, Pacific Tow Boat Company sold its interest to Lermond who then became its full owner and captain.⁴⁸ In succeeding years, per city directories in 1918 and 1924, Lermond likely operated the *Parthia* also as a launch from Pier 1 in Seattle. At his death, he was described as a retired tugboat Captain and Master Mariner.⁴⁹

The Port of Seattle where the *Parthia* was operating in the early years of the twentieth century, was one of the busiest Ports in the world. Established in 1911, it was the first public ports after they were authorized by state law. Seattle was a gateway to Asian trade and the Alaska gold rush as well as a railroad terminus and steamboat center.⁵⁰ The *Parthia* operated in the Seattle Harbor until August of 1934 until she was sold to Delta V. Smyth.⁵¹

Delta V. Smyth Ownership and Olympia Service

Smyth, a native Olympian, moved the *Parthia* to Olympia. He served in World War I in the Navy and later went to work for Brenner Oyster Co. in Olympia on the launch *Oysterman*. He began his own tugboating business, the Delta V. Smyth Tugs & Barges Company, in 1920 and within a ten-year period grew the business into the largest of its kind in the Olympia harbor. At its height he owned and operated 9 tugs and employed 23 men.

Among the Smyth tugs were the *Lumberman*, the *Sandman*, the *Audrey*, *Olympian*, *Eau Claire*, *Oysterman*, *Nile*, *Mukilteo*, *Ketchikan* and the nominated *Parthia*.⁵² Smyth tugs, which were headquartered on Budd Inlet along what is now Percival Landing (historically Percival Dock), were painted black, buff and white. Smyth also built a marine railway and scow grid, the lone facility of its type south of Tacoma at his location on Budd Inlet.

A keen businessman, Smyth eventually owned the Capital Boom Company; was a co-founder of Ordel Oil and also owned the original Hardel and Delson Lumber Companies. He served as a Commissioner with the Port of Olympia in the 1960s and died in 1972.⁵³

After Smyth purchased the *Parthia*, he rebuilt the superstructure and re-powered the tugboat with an 85 horsepower, six-cylinder Cummins motor turning diesel engine with a 46-32 wheel. He planned to use it as harbor tug with a two-man crew.⁵⁴ The Department of Commerce License noted that in 1936, the boat was

⁴³ "Capt. Percy Lermond, 90, Mariner, Dies," *Seattle Daily Times* June 1, 1959, 27.

⁴⁴ Boat logbook information from Lermond descendants.

⁴⁵ Debera Carlton Harrell, PI Reporter, "Ceremony to Mark Worst Maritime Disaster in Puget Sound History," November 15, 2006. Accessed at: <https://www.seattlepi.com/local/article/Ceremony-to-mark-worst-maritime-disaster-in-Puget-1219967.php>, October 23, 2022. "Capt. Percy Lermond of the Dix," *Seattle Daily Times*, November 19, 1906, 16. Gordon Newell, ed., *The H. W. McCurdy Marine History of the Pacific Northwest*. Seattle: Superior Publishing, 1966, 124. Record Group 41, Casualties and Violations Case Files, Dix 1906, File 1122 and 1347, National Archives, Seattle. "Capt. Lermond Gets License Once More," *Seattle Daily Times*, December 2, 1909, 6.

⁴⁶ Polk's Seattle City Directory. Seattle: R. L. Polk & Co., Inc., 1911.

⁴⁷ "Seattle Coming Into Her Own as World Port," *Seattle Daily Times*, March 3, 1912, 31.

⁴⁸ Abstract of Title for the *Parthia*, U. S. Coast Guard, Seattle National Archives.

⁴⁹ Polk's Seattle City Directory. Seattle: R. L. Polk & Co., Inc., 1908-1934.

⁵⁰ <https://www.historylink.org/File/7072>

⁵¹ Abstract of Title for the *Parthia*, Department of the Coast Guard records. Record group 26 Records of the United States Coast Guard, entry 50A-A1 {Marine Documents ("Official Number Files"), 1937-58} [ARC TITLE: Consolidated Merchant Vessel Documentation, 1942-1977]. National Archives, Seattle.

⁵² Knutsen, 72-92.

⁵³ "Death Claims Delta Smyth," *Daily Olympian*, October 6, 1972, 1.

⁵⁴ Stan Lilian, "Along the Waterfront," *Daily Olympian*, February 6, 1936, 9.

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changed from gas screw to oil screw; the tonnage changed; one mast added; and register length and breadth corrected to 47.5 feet and 11.1 feet with depth of 4.9 feet and net tonnage of 9 tons.⁵⁵

The *Parthia* then continued for another 20+ years as a harbor tug for a busy Olympia Harbor. At the time, Budd Inlet was lined with lumber, shingle and plywood mills as well as tank farms, boat builders and log storage.⁵⁶ Tugs transported logs from log storage areas in the inlet to the mills and also towed barges with dimensional lumber when it was milled to waiting ships. The Port of Olympia was established in 1922 and had a regular surfeit of ocean-going vessels loading lumber and other products.

A 1953 newspaper article noted that nearly 200 million board feet of lumber entered Budd Inlet from trucks and trains which dumped the logs along a specially built spur in West Olympia.⁵⁷ The logs were sorted into booms and rafts for towing to Olympia mills but also to other cities. The logs, brought by train and truck, were stored in "dumps" or log storage areas in the inlet.⁵⁸

A familiar harbor sight, the *Parthia* was part of the lumber trade towing but also helped launch boats from Long Boat works—the *Garrison*, a tuna clipper, in 1945; and the *Centennial* in 1950.⁵⁹ ⁶⁰ The *Parthia* was also involved in assisting ships berthing at the Port into the 1950s. Sometimes during the Smyth ownership, the *Parthia* was re-powered again, this time with a 165 General Motors diesel engine.⁶¹

By the 1960s, the maritime trade in Olympia was changing. Three plywood plants on the Port fill --Georgia-Pacific, Simpson, and St. Regis closed in the late 1960s.⁶² The demand for dimensional lumber declined and area mills closed, but log exports for the Asian trade increased from the Port of Olympia. However, logs were no longer stored on the water but were kept on dryland prior to shipment, reducing the historic need for log booming in the inlet.

In 1961, Delta V. Smyth sold five tugs, including the *Parthia*, to Foss Launch & Tug Company.⁶³

Foss Launch & Tug Company and Conversion to Recreational Vessel

Foss Launch & Tug kept the *Parthia* in Olympia during the 1960s for harbor duties and then moved the vessel to Pacific Shipyards in Anacortes (owned by Foss) where the vessel continued log towing and ship assists.⁶⁴ It was sold, according to Coast Guard records, from Foss Launch & Tug Co. to Dillingham Corporation in 1969 (of which Foss is subsidiary) and sold back the following year.⁶⁵

Foss Launch & Tug has an illustrious history in maritime Puget Sound. Growing from immigrants Thea and Andrew Foss's small boat business and shipyard in Tacoma, the family started a launch, then tow boat business with family members in the early 1900s, eventually building tugboats and incorporating as the Foss Launch & Tug Company and expanding to Seattle, British Columbia, Alaska and coastwise, becoming one of the largest tugboat businesses worldwide.⁶⁶

⁵⁵ Record group 26 Records of the United States Coast Guard, entry 50A-A1 {Marine Documents ("Official Number Files"), 1937-58} [ARC TITLE: Consolidated Merchant Vessel Documentation, 1942-1977] National Archives, Seattle.

⁵⁶ Knutsen, 15.

⁵⁷ Knutsen, 18-19.

⁵⁸ "Scene of Olympia Booming and Rafting Work," *The Daily Olympian*, May 27, 1953, B2.

⁵⁹ "Olympia Built Tuna Clipper is Launched," *Morning Olympian* July 20, 1945, 3.

⁶⁰ Knutsen, 29.

⁶¹ Michael Skalley, *Foss: Ninety Years of Towboating Revised Edition*, Seattle: Superior Publishing, 1986, 219.

⁶² Olympia Veneer History: <https://apawood.org/data/Sites/1/documents/monographs/7-olympia-veneer-co.pdf> and Washington Veneer History: <https://apawood.org/data/Sites/1/documents/monographs/7-olympia-veneer-co.pdf>. Some sources date the closure of Simpson to 1969.

⁶³ Abstract of Title for the Parthia, U. S. Coast Guard, Seattle National Archives.

⁶⁴ Phone interview with Mike Skalley, March 7, 2023.

⁶⁵ Skalley, *Foss* and Abstract of Title.

⁶⁶ Skalley, *Foss*, 1-29.

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The *Parthia* remained in Puget Sound when Foss sold the tugboat to Steve Moen in 1975 who used it as a fishing vessel. Keeping the vessel for just two years, Moen sold the boat to Captain Gary Sanford in 1977 who utilized the boat as a shrimper and crabber, adding a canopy and deck fittings as well as a mast and davit for lifting nets. The stern railing was modified for this use. Sanford sold the tug to Scott Bokland in 1985 and ownership went to George S. Hill in 2007 and then to Robert Shashinda in 2016 and to the South Sound Maritime Historical Association in 2017.⁶⁷

With the later owners, the *Parthia* left commercial tugboat use and became a recreational vessel after nearly 80 years. Since 1986, the *Parthia* has been a longtime feature of Olympia's annual Harbor Days Festival which began in 1974 to commemorate Olympia's waterfront history. The event features tours of tugboats and races—proclaimed the largest tugboat race event in the world. The *Parthia* was featured on the Harbor Days logo in 1992.⁶⁸

In August 2017, the *Parthia* accidentally sunk near Pleasant Harbor on Hood Canal in Washington. Then owner Robert Shashinda offered the vessel to any individual or organization who would salvage it. The non-profit South Sound Maritime Heritage Association undertook raising and salvaging the *Parthia*, assuming ownership. Through fundraising and volunteer efforts the tugboat was brought to an Olympia boatyard where it has been undergoing restoration generally to its 1950s appearance.⁶⁹ In 2020 the Port of Olympia designated a permanent onshore location for the vessel to be displayed with a covered canopy, near its historic location from 1934 to the 1970s on Budd Inlet, although the vessel continues at this time to be in dry dock awaiting the completion of the restoration and canopy projects. The *Parthia* joins the *Sand Man*, a 1910 tugboat, which is moored in Budd Inlet. The *Sand Man* was also part of Delta V. Smyth's fleet and is listed on the National Register of Historic Places, owned by a private foundation.

Summary of Ownership of the Parthia

Date	Action/Ownership/Location/Use
October 15, 1906 (certificate)	Built under direction of James W. Hall for J. H. Piltz and Henry Piltz; tugboat at Winslow, Washington.
November 8, 1906	Vessel Registration to joint owners J. H. Piltz and Henry Piltz (each half owners); Seattle; tugboat;
November 7, 1907	Sole ownership to J. H. Piltz; Seattle; tugboat.
March 1, 1910	J. H. Piltz to Pacific Tow Boat Company and Percy Lermond (each half owners); Seattle; tugboat.
July 4, 1912	Pacific Tow Boat Co. to Percy Lermond (full ownership); Seattle; tugboat and launch.
August 2, 1934	Percy Lermond to Delta V. Smyth; Olympia; tugboat.
April 22, 1937	Delta V. Smyth to National Bank of Commerce of Seattle; Olympia; tugboat.
April 29, 1937	National Bank of Commerce of Seattle to Delta V. Smyth; Olympia; tugboat.
March 17, 1958 / March 17, 1963	Delta V. Smyth to National Bank of Commerce of Seattle; Olympia; tugboat.
June 7, 1961	National Bank of Commerce of Seattle to Delta V. Smyth; Olympia; tugboat.
June 9, 1961	Delta V. Smyth to Foss Launch & Tug Co.; Olympia; tugboat.
July 2, 1969	Foss Launch and Tug Co. to Dillingham Corp; Anacortes; tugboat.
October 6, 1970	Dillingham Corp to Foss Launch & Tug Co; Anacortes; tugboat.
August 20, 1975	Foss Launch & Tug Co to Steve Moen; Anacortes; fishing vessel.
June 14, 1977	Steve Moen to Gary Sanford; LaConner, WA.; shrimper and crabber.
Sold 1985, recorded March 5, 1990	Gary Sanford to Scott Bokland; Vashon Island; recreational tug vessel.
March 8, 2007	Scott Bokland to George S. Hill; Vashon Island; recreational vessel.
2016	George S. Hill to Robert Shashinda; Brinnon, Hood Canal; recreational vessel.
2017-present	Robert Shashinda to South Sound Maritime Heritage Association; Olympia; maritime exhibit.

⁶⁷ <https://www.thurstontalk.com/2017/06/02/olympia-harbor-days-tug-month-parthia/> and Abstract of Title for the Parthia, U.S. Coast Guard, National Archives, Seattle.

⁶⁸ More information about Harbor Days history is here: <https://www.harbordays.com/>

⁶⁹ Les Eldridge, Carol Riley, ed. *Tugs at the Capital City*. Chehalis, WA: Gorham Printing, 2018, 57-64.

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"Tug Firms Protest State Regulation," *The Olympian*, December 4, 1934, pg 8.

"Youngest Tug," *The Olympian*, January 3, 1941, pg 1.

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Books:

- "A People's History of the Seven Inlets Steh-Chass." Squaxin Island Tribe Museum Library and Research Center, 2018.
- Bancroft, Hubert Howe, History of Washington, Idaho and Montana, 1845-1889. San Francisco: History Co., 1890.
- Directory of Olympia City & Thurston County, Seattle: R. L. Polk & Co., Inc.: 1902-2022 (titles and publication location vary)
- Eldridge, Les, Carol Riley, ed. Tugs at the Capital City. Chehalis, WA: Gorham Printing, 2018.
- Fowler, Chuck and Capt. Mark Freeman, Tugboats on Puget Sound. Charleston, SC: Arcadia Publishing, 2009.
- Knutsen, Norman, Tugs and Other Hard-Working Vessels of Puget Sound: A Scrapbook from the Earlier Days. Bothell, WA: Book Publishers Network, 2010.
- Lang, William, Confederacy of Ambition: William Winlock Miller and Making of Washington Territory. Seattle and London: University of Washington Press, 1996.
- Newell, Gordon, ed. The H. W. McCurdy Marine History of the Pacific Northwest. Seattle: Superior Publishing, 1966.
- Newell, Gordon, Pacific Tugboats. New York: Bonanza Books, 1957.
- Newell, Gordon, Rogues, Buffoons and Statesmen. Seattle: Hangman Press, Superior Publishing Company, 1975.
- Newell, Gordon, Ships of the Inland Sea: The Story of The Puget Sound Steamboats. Portland, OR: Binfords & Mort, 1951.
- Polk's Bremerton and Kitsap County Directory, 1909-1910. Seattle: R. L. Polk & Co. Inc.
- Polk's Seattle City Directory, 1908-1934. Seattle: R. L. Polk & Co., Inc.
- Rathbun, John C., History of Thurston County, Washington from 1845 to 1895. Seattle: Shorey Book Store, 1972.
- Replinger, Peter and James S. Hannum, M. D., Atlas of South Puget Sound Logging Railroads. Centralia: Gorham Publishing, 2022.
- Skalley, Michael, Foss: Ninety Years of Towboating Revised Edition. Seattle: Superior Publishing, 1986.
- Steele Harvey and Rand Careaga, Northern Approaches: The United States Customs Service in Washington, 1851-1997. Washington, D. C. Department of the Treasury, United States Customs Service, 1998.
- White, Gary M, Hall Brothers Shipbuilders. San Francisco: Arcadia Publishing, 2008.
- Wing Robert C. with Gordon Newell, Peter Puget: Lieutenant on the Vancouver Expedition, fighting British naval officer, the man for whom Puget Sound was named, Seattle: Graybeard Publishing, 1979.
- Wright, E. W., ed. Lewis & Dryden's marine history of the Pacific Northwest : an illustrated review of the growth and development of the maritime industry, from the advent of the earliest navigators to the present time, with sketches and portraits of a number of well-known marine men. Portland, OR : Lewis & Dryden Printing Co., 1895.

Journals:

- Anderson, Bern "The Vancouver Expedition: Peter Puget's Journal of the Exploration of Puget Sound, May 7-June 11, 1792," The Pacific Northwest Quarterly, Vol. 30, No. 2 (April 1939), 177-217.
- Washington Historical Quarterly, Volume 17, Number 2, April 1926. "Diary of Wilkes in the Northwest June 1841 continued from Vol. XVII," 65.

Websites:

- Debera Carlton Harrell, PI Reporter, "Ceremony to Mark Worst Maritime Disaster in Puget Sound History," November 15, 2006. Accessed at: <https://www.seattlepi.com/local/article/Ceremony-to-mark-worst-maritime-disaster-in-Puget-1219967.php>, October 23, 2022.
- <https://www.historylink.org/File/7072>
- <https://www.historylink.org/File/20976>
- [Hall Brothers Shipyard breaks ground in Madrone \(renamed Winslow\) on Eagle Harbor on Bainbridge Island on July 6, 1902. - HistoryLink.org](https://www.historylink.org/File/20976)
- Sylvester's account of early Olympia: <https://olympiahistory.org/tag/edmund-sylvester/>

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<https://www.maritimeoly.org/>
<https://olympiawa.gov/community/about-olympia/history-of-olympia-washington/mosquito-fleet.aspx>
<https://squaxinisland.org/>
<https://www.thurstontalk.com/2014/07/01/olympia-history-percival/>
<https://apawood.org/data/Sites/1/documents/monographs/7-olympia-veneer-co.pdf>
<https://www.thurstontalk.com/2017/06/02/olympia-harbor-days-tug-month-parthia/>
<https://www.harbordays.com/>

Interviews:

Phone Interview with George Kurzman, Boatwright, November 8, 2022.

Phone interview with Mike Skalley, Foss Historian, March 7, 2023.

Email from Michael Mjelde, April 8, 2023 and phone interview April 11, 2023

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: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property Less than one

(Do not include previously listed resource acreage.)

UTM References NAD 1927 or NAD 1983

(Place additional UTM references on a continuation sheet.)

1
Zone Easting Northing

3
Zone Easting Northing

2
Zone Easting Northing

4
Zone Easting Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1 47° 3'1.16"N 122°53'46.44"W
Latitude Longitude

3
Latitude Longitude

2
Latitude Longitude

4
Latitude Longitude

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

The *Parthia* is currently in dry dock at Swantown Boatworks at the Port of Olympia. Boundaries of the *Parthia* include the footprint of the vessel and its structure above water and what would be below the waterline.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries only encompass the footprint of the vessel only and not the land the vessel currently sits on.

11. Form Prepared By

name/title Shanna Stevenson

(Edited by DAHP Staff)

organization

date May 2023

street & number 3515 Kensington Ct. SE

telephone 360-789-8778

city or town Olympia

state WA

zip code 98501

e-mail michaelstevenson@msn.com

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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

Parthia in dry dock at Swantown Boatworks, 605 Marine Dr.,
Olympia, WA 98501

This is the east side of the Port peninsula on Budd Inlet.

Lat | 47° 3'1.16"N

Long | 122°53'46.44"W

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Parthia under construction at the James W. Hall boatyard 1906. Puget Sound Maritime Heritage Association.



Parthia under construction at the James W. Hall Boatyard at the foot of Madison Ave in Winslow. Bainbridge Island Historical Museum.

**NEW GASOLINE TUG
IS LAUNCHED TODAY**

**Vessel Built for Capt. Peltz, at Eagle
Harbor Slides Into the Water
From Ways Successfully.**

With the high tide this morning, the new gasoline tug *Parthia*, built by J. W. Hall, for Capt. Peltz, of this city, was launched at Eagle Harbor this morning. The launching was successful in every detail.

The *Parthia* is a small craft, being only sixty feet in length. She is to be used solely in Sound towing. Capt. Peltz, her owner, was formerly master of the schooner *Robert Searles* and resigned his position aboard that craft on her arrival here a short time ago.

Parthia Launched.
Seattle Times – October 20, 1906

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Office Phone 919Residence Phone 914

Delta V. Smyth

Tugs and Barges

OlympiaWashington

Advertisement for Delta V. Smyth –
The Olympian - October 31, 1928



Tugboat fleet of Delta V. Smyth, which help to keep the mills of Olympia supplied with logs.

< > The Olympian > 10 Jul 1935, Wed > Page: 8

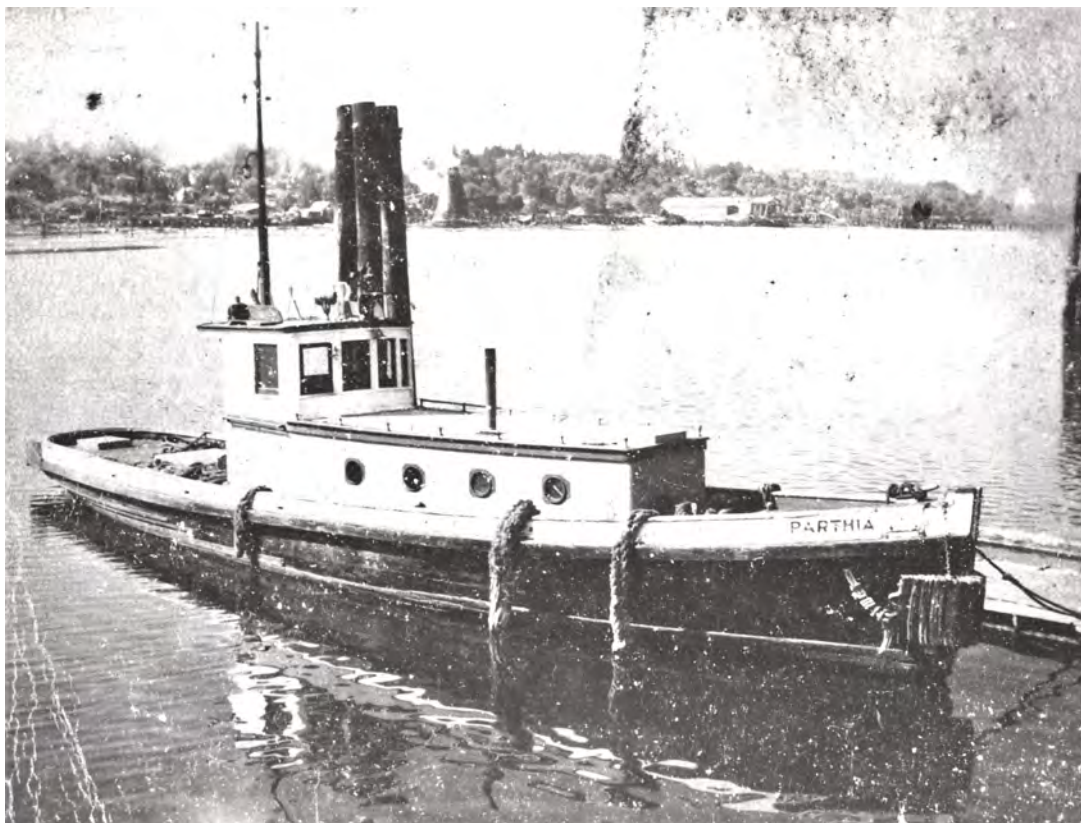
Advertisement for Delta V. Smyth showing fleet of tugboats – *Parthia* second from the left.
The Olympian – July 10, 1935

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Parthia in Olympia Harbor, 1948.
Conie Collection, South Sound Maritime Heritage Association (SSMHA).



Parthia running light Olympia Harbor, 1939.
Norman Knutsen Collection.

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Parthia at the launching of the *Centennial*, Olympia Harbor, 1950.
Anna J. Knutsen Collection.



Parthia assisting *Arthur Fribourg* at the Port of Olympia, 1950s. Washington State Archives.

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Parthia in Olympia Harbor, late 1950s.
Courtesy of the Smyth Family.



Parthia 1989 during a Foss-hosted State Centennial gathering at the Foss office/ shipyard in Seattle, Foss Tug and Barge.

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Parthia view as a shrimper, 1970s. Courtesy of Gary Sanford.



Parthia at Harbor Days, 2014.



Parthia sinking and refloating 2017. South Sound Maritime Heritage Association.

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Parthia under restoration, Olympia
Swantown Boatworks, 2017. SSMHA.



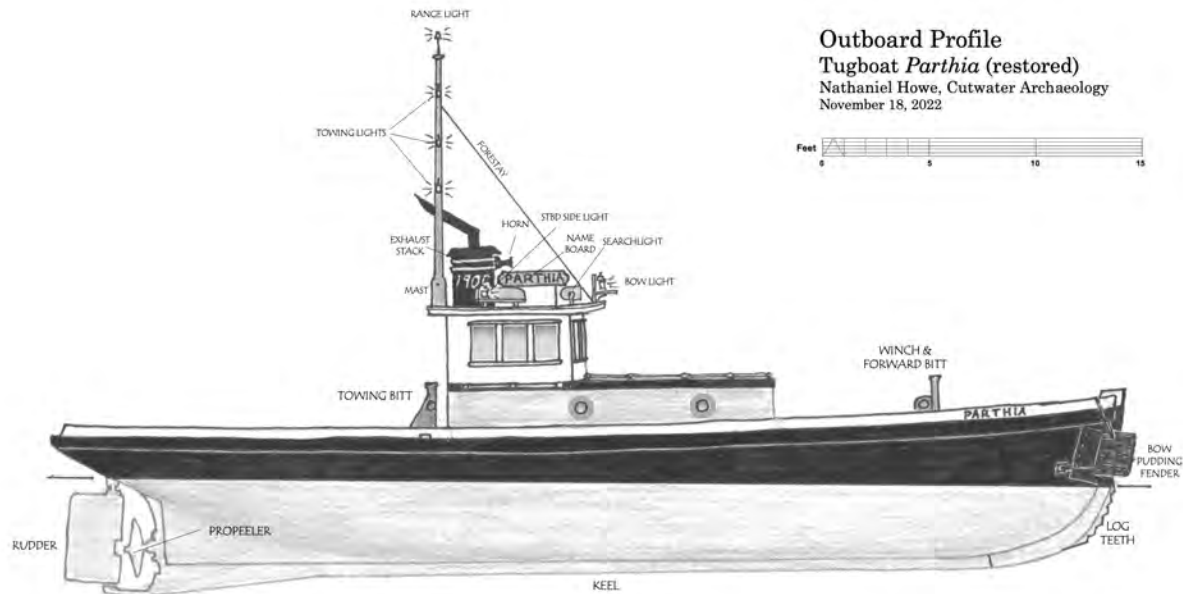
Parthia wheel house under restoration, 2017.
Swantown Boatworks, SSMHA.

TUGBOAT PARTHIA

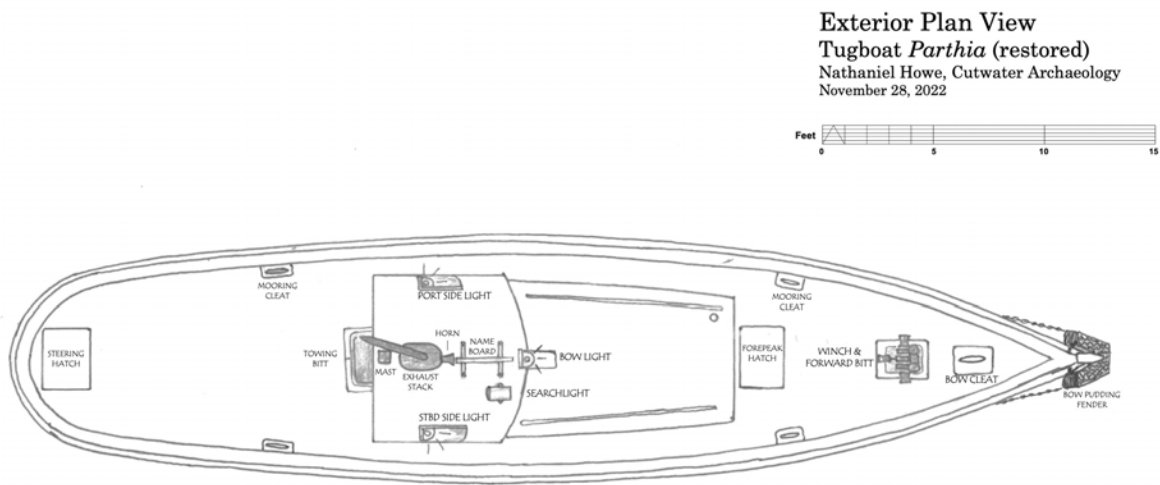
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Parthia Schematic 1 of 4: Outboard Profile. Exhaust pipe is modified.



Parthia Schematic 2 of 4: Exterior deck plan. Exhaust pipe is modified.

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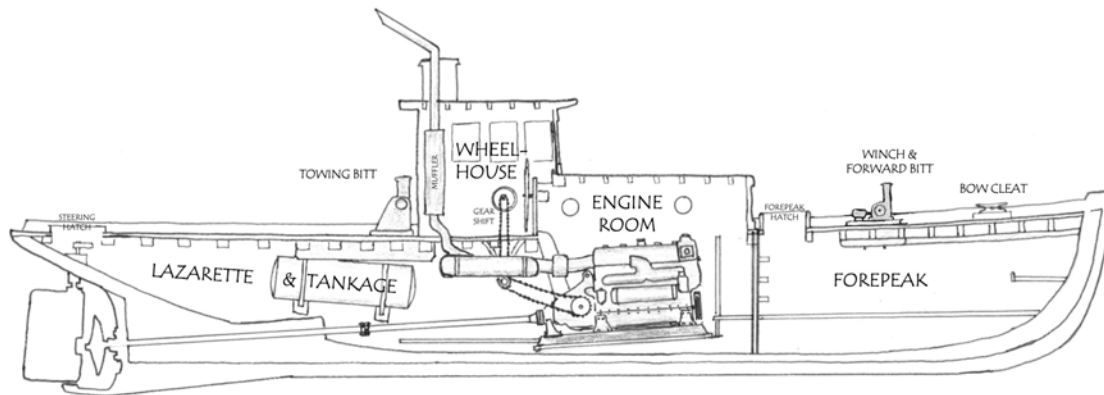
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Inboard Profile

Tugboat *Parthia* (restored)

Nathaniel Howe, Cutwater Archaeology
November 28, 2022

Feet 0 5 10 15



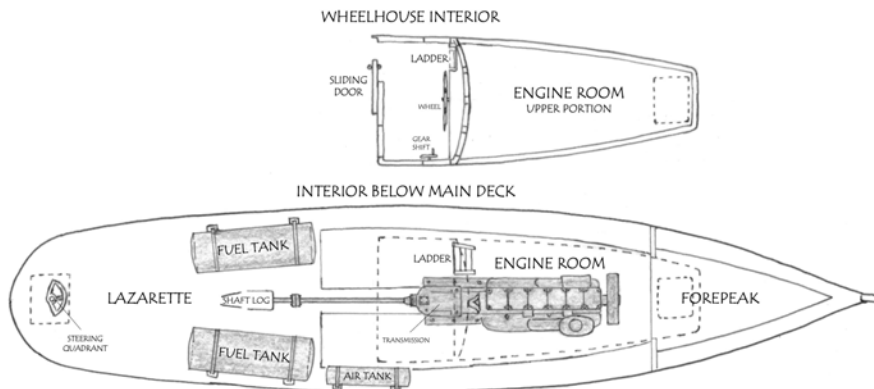
Parthia Schematic 3 of 4: Inboard profile showing below decks elements.

Interior Plan View

Tugboat *Parthia* (mid-century configuration)

Nathaniel Howe, Cutwater Archaeology
December 6, 2022

Feet 0 5 10 15



Parthia Schematic 4 of 4: Interior Plan view showing engine room and tanks.

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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.

City or Vicinity: Olympia
County: Thurston
State: Washington (WA)
Photographer: All images George Kurzman unless otherwise specified
Date Photographed: November 21, 2022 unless otherwise specified



Contemporary Image 1 of 14. *Parthia* at Swantown Boatworks dry dock. Port side forward view showing the front log handler. Shanna Stevenson photographer.

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Contemporary Image 2 of 14. *Parthia* at Swantown Boatworks drydock. Starboard side .
Shanna Stevenson photographer.



Contemporary Image 3 of 14. *Parthia* at Swantown Boatworks dry dock. Stern, propeller and rudder.
Shanna Stevenson photographer.

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Contemporary Image 4 of 14. *Parthia* at Swantown Boatworks dry dock. Forward deck bitt and winch.



Contemporary Image 5 of 14. *Parthia* at Swantown Boatworks dry dock. Wheelhouse interior.

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Contemporary Image 6 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks engine room facing forward showing partial bulkhead.



Contemporary Image 7 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks engine room facing aft. March 2023.

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Contemporary Image 8 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks focsle.



Contemporary Image 9 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks deck support and tanks midships. March 2023.

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Contemporary Image 10 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks, deck beams focus.



Contemporary Image 11 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks engine room deck support starboard.

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Contemporary Image 12 of 14. *Parthia* at Swantown Boatworks dry dock. Below decks engine.



Contemporary Image 13 of 14. *Parthia* at Swantown Boatworks dry dock. Aft lazarette steering gear.

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Contemporary Image 14 of 14 . *Parthia* at Swantown Boatworks dry dock. Below decks engine facing aft.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name South Sound Maritime Heritage Association

CO: Dave Peeler

street & number PO Box 2351

telephone 360-970-1063

city or town Olympia

state WA

zip code 98501

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.