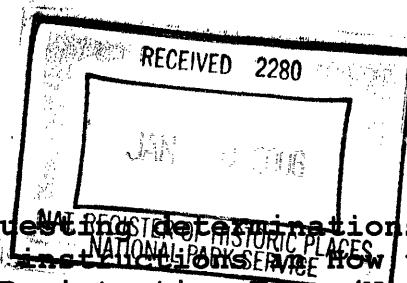


United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on how to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.



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1. Name of Property

=====

historic name F/V Charles W

other names/site number Annie J Larsen

AHRS Site No. PET-00529

=====

2. Location

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street & number Middle Harbor, W Float, Slip 299

not for publication n/a

city or town Petersburg vicinity n/a

state Alaska code AK county Wrangell-Petersburg code 280

zip code 99833

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3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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        nationally        statewide X locally. (        See continuation sheet for additional comments.)

Judith E. Bittner  
Signature of certifying official

Jan. 5, 2006  
Date

Alaska  
State or Federal agency and bureau

In my opinion, the property        meets        does not meet the National Register criteria. (        See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- ☒ entered in the National Register  
           See continuation sheet.  
☐ determined eligible for the  
    National Register  
           See continuation sheet.  
☐ determined not eligible for the  
    National Register  
☐ removed from the National Register  
☐ other (explain): \_\_\_\_\_

[Signature] 2/6/06

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date  
of Action

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5. Classification

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Ownership of Property (Check as many boxes as apply)

☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

Category of Property (Check only one box)

☐ building(s)  
☐ district  
☐ site  
☒ structure  
☐ object

Number of Resources within Property

Contributing	Noncontributing
<input type="checkbox"/>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<u>1</u>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register n/a

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) n/a

**USDI/NPS NRHP Registration Form**F/V *Charles W*

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**6. Function or Use****Historic Functions (Enter categories from instructions)**Cat: transportationSub: water-related**Current Functions (Enter categories from instructions)**Cat: transportationSub: water-related**7. Description****Architectural Classification (Enter categories from instructions)**Schooner rigged beam trawler**Materials (Enter categories from instructions)**foundation n/aroof n/awalls n/a

other

**Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)**

The *Charles W* is a 54.2-foot sailing wood schooner with a rigged beam for trawling. It is 15.4 feet in breadth and 6.5 feet in depth. The decks, rails, bottom and sides are fir planks. The boat's gross tonnage is 37 tons and net tonnage is 25 tons. It is a documented vessel, #207356.

The keel of the *Charles W* was laid in 1900 in Dockon, Washington. A fisherman and shipwright named Larsen built the boat. According to local tradition, he worked in a shipyard in Dockon and carried a plank home each night. He launched the boat in 1907. The boat was originally a sailing schooner for the halibut dory fishing fleet and named *Annie J Larsen*. It had a raking stem, round bilge, transom stern and two masts. It had a 55 horsepower Troyer Fox heavy-duty oil screw engine. Larsen used the boat in Puget Sound and in the Bering Sea.

The forecastle in the bow of the vessel has three bunks, a diesel cook stove, pull down table and plywood shelves. The pilot house is at the stern with stairs to the engine room and more bunks at the back of it.

Earl Ohmer and brother-in-law Karl Sifferman purchased the boat at government auction in 1925. They took it to Petersburg, fitted it for shrimping with a wood beam trawl of hemlock and renamed it the *Charles W*. The trawl has a 55-foot length and a web of approximately 25-foot depth. The original pilot house of tongue and groove fir had to be replaced because the wood rotted. The replacement is of plywood, but the design is the same. Ohmer and Sifferman had both the original and replacement pilot houses painted gray. The boat now has a 220 Cummins diesel engine installed in 1959. The change was made because the original engine wore out and replacing it in-kind would not have been a prudent business

**USDI/NPS NRHP Registration Form**

F/V *Charles W*

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decision. In 1960 fiberglass tanks were built in the hold. These changes were made to maintain the boat for fishing. They did not alter the boat structurally. It still has the characteristics of a wood fishing trawler, and except for wood deterioration, the boat looks as it did when it started to be used for commercial fishing in Southeast Alaska in 1925.

An inspection in 2002 shows the topside waterline planking needs replacing and deck beams and planking in need of repair. The bottom planks are in fairly good shape. The bottom of the boat got a fresh coat of copper paint at this time.

The Friends of the *Charles W*, a nonprofit corporation, have owned the vessel since 2002. They plan to keep it in operating condition and maintain its appearance as a wood fishing boat moored in Petersburg harbor. Part of the long range plan is to have the boat open for visitors.

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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.) n/a

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

maritime history  
commerce

Period of Significance 1925-1955

Significant Dates 1925

Significant Person (Complete if Criterion B is marked above)  
n/a

Cultural Affiliation n/a

Architect/Builder n/a

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**9. Major Bibliographical References**

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

KTOO Television, Personal Pride - Program 609, Rain Country Series.

*National Fisherman*, September 1982.

*Petersburg Pilot*, Vol. XXVI, No. 49 (December 7, 2000); Vol. XXVIII, No. 49 (December 5, 2000).

Rennick, Penny, editor. *Southeast Alaska*, Alaska Geographic, Vol. 20, No. 2 (1993).

**Previous documentation on file (NPS)** n/a

\_\_\_ 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 #

**Primary Location of Additional Data**

\_\_\_ State Historic Preservation Office

\_\_\_ Other State agency

\_\_\_ Federal agency

X Local government

\_\_\_ University

\_\_\_ Other

**Name of repository:**

**USDI/NPS NRHP Registration Form**

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**10. Geographical Data****Acreage of Property** less than one**UTM References (Place additional UTM references on a continuation sheet)**

	Zone	Easting	Northing	Zone	Easting	Northing
1	08	624400	6298100	3		
2				4		

See continuation sheet.

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

The boat is moored in Petersburg's middle harbor, W float, slip 299. The boat is in the SW  $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Section 27, Township 58S, Range 79E, Copper River Meridian, as shown on the USGS 1:25,000 scale Petersburg D-3 Southwest map.

**Boundary Justification (Explain why the boundaries were selected.)**

The nominated property is the boat.

**11. Form Prepared By****name/title** William Moulten**organization** Petersburg Maritime Heritage Foundation**date** October 14, 2004; revised December 15, 2005**street & number** P.O. Box 748**telephone** 907-772-3659**city or town** Petersburg**state** AK**zip code** 99833-0748



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**Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)**

The *Charles W*, a wood fishing boat, began to be used in Petersburg's pioneering shrimp industry in 1925. Launched in 1907, the boat is believed to be the oldest working wood fishing boat in Alaska. After being used to fish for halibut in Puget Sound and the Bering Sea, Earl Ohmer and Karl Sifferman, owners of Alaska Glacier Seafood Company, purchased the boat at auction and took it to Petersburg in Southeast Alaska. They fitted the boat to catch shrimp, most noticeably by adding a wood beam trawl. The *Charles W* was the last boat owned by the Alaska Glacier Seafood Company of its fleet that at one time numbered twelve boats. The company pioneered in the Southeast Alaska frozen shrimp industry, though to survive it had to diversify. The *Charles W* is the remaining historic property of the company. The boat represents the many small Alaska-owned fishing companies in Southeast Alaska, of which few lasted as long as Alaska Glacier Seafoods or survive today. The period of significance for the *Charles W* starts in 1925, when it began to be used for fishing in Southeast Alaska, based at Petersburg where the boat is moored today. The period of significance ends in 1955, fifty years ago and when Earl Ohmer, the last surviving company founder, died.

Historic background

According to the Ohmer family, a fisherman and shipwright named Larsen laid the keel of the *Charles W* in 1900 in Dockon, Washington. Larsen worked in a shipyard in Dockon, and the story goes that he carried a plank home each night for the boat. He launched the boat in 1907. The boat was originally a sailing schooner for the halibut dory fishing fleet and named *Annie J Larsen*. Larsen used the boat in Puget Sound and in the Bering Sea.

Another story the Ohmers recount about the boat's early years is that when the price for halibut dropped to a nickel a pound in the early 1920s and Prohibition was the law, Larsen started filling the boat's hold with Canadian whiskey in Vancouver, Canada, and taking it to Friday Harbor, Washington. Some time in 1924 the Canadian Coast Guard tipped off the U.S. Coast Guard and it found the boat in a small cove but did not catch the crew or cargo.

In 1925, Earl N. Ohmer was eating lunch with his brother-in-law Karl I. Sifferman in Seattle. The two noticed a crowd gathering and learned the government was selling the *Annie J Larsen* at auction for back taxes. The bidding started at \$500. The two men separated, began bidding against one another to up the price, and ended up purchasing the boat to use in their shrimping business at Petersburg in Southeast Alaska.

The town of Petersburg was founded when its namesake, Norwegian Peter Buschmann, opened a salmon cannery at the site in 1899. Although established as a salmon cannery, Petersburg's success came from halibut. Petersburg fishermen pioneered in the halibut industry, packing the fish in ice from nearby LeConte Glacier and shipping the frozen fish to Seattle and

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on to east coast markets. The winter halibut fishery complimented the summer salmon fishery. Petersburg fishermen also pioneered in Alaska's frozen shrimp industry.

Ohmer and Sifferman started the Alaskan Glacier Seafood Company in Petersburg in 1916 to handle the distinctively flavored shrimp found in a forty mile radius of the community. They introduced trawling to catch the shrimp. Their company operated the first shrimp processing plant in Alaska. The shrimp were fresh packed in glacier ice and shipped to Seattle. In the mid-1920s, with modern refrigeration, Ohmer expanded the company. He purchased twelve fishing boats, among them the *Annie J Larsen*, to greatly extend the territory he fished. He started processing crab, halibut, salmon, and butter clams in addition to shrimp. A fire in 1943 forced Ohmer to relocate his plant and he lost a year of production. Increased competition in the late 1940s and early 1950s led to reduction in the size of the company.

Skipper Bill Kunkleberger brought the *Annie J Larsen* to Petersburg for Ohmer and Sifferman in April 1925. The boat was rigged for shrimping with the addition of a wood beam trawl, painted gray, and renamed the *Charles W* in honor of Sifferman's grandfather. Ohmer and Sifferman purchased a similar boat about the same time, rigged it for shrimping, painted it gray, and named it the *Charles T* in honor of Ohmer's grandfather. Over the years mostly Petersburg residents skippered the *Charles W*, among them Bill Kunkleberger, Charlie Birdsell, Hank Grinrod, Bill Greinier Sr., Ross Greinier, Andrew Greinier, and Bill Greinier Jr. Family members often have been members of the crew.

Over the years the *Charles W* kept bringing shrimp to the seafood plant. Mama and Papa Kaino worked from 1926 through 1978 in the Petersburg shrimp industry. In 1952, son Ted Kaino and wife Shig started their 35-year careers with the industry. Papa offloaded boats and cooked shrimp. Mama was one of the shrimp pickers. At its height, the shrimp fishery employed a hundred Petersburg residents.

In 1945 Dave P. Ohmer, Earl's son, started working for the company and assumed control when his father died in 1955. He was president and chief executive officer of the company until his death in 1979. This period was marked by growing interest and competition in the Alaska shrimp industry by large outside companies. Several companies brought mechanical shrimp peelers to compete with Alaskan Glacier Seafood's hand peeled product. The new processing method quickly led to loss of market share for Alaska Glacier Seafood, and depletion of shrimp, virtually unregulated, in Southeast Alaska waters. Other fisheries, such as salmon and halibut, also faced more competition.

Dave Ohmer responded to the changes by pioneering in non-developed fisheries. He was one of the early producers of Bairdi Crab (commonly known as Snow Crab). He harvested naturally produced herring roe on kelp in Southeast Alaska before that fishery was closed. In addition to keeping

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products flowing through his small plant, he skippered the *Charles W*. The *Charles W* and *Charles T* were the only two plant boats fishing for shrimp.

In 1979 after Dave P. Ohmer died, his son Dave N. Ohmer assumed management of Alaskan Glacier Seafood Company. He increased the purchase of Pink shrimp, Dungeness, King and Bairdi crab. The plan was to diversify production and expand the value-added activity. Ohmer wanted to develop more consumer products from the four products. Out of this effort came snap and eat claws, smaller consumer ready packaging, high grading crab leg meat, and brine freezing crab. Ohmer also worked to reduce product shrinkage. The increased quality and reduced production costs helped the company grow and succeed through 1985. That year the company's production and office complex burned to the ground.

The decision to rebuild Alaskan Glacier Seafoods after the fire was based on family history and a concern for Petersburg's work force. A small plant was constructed to continue production of the company's identifying product, cooked and peeled "Frigid Zone" brand Pink shrimp. The downturn in the shrimp market in 1988, however, made it obvious that a single-product plant could not survive.

Ohmer started a partnership with Silver Lining Seafoods of Ketchikan, Alaska. Learning from Silver Lining's production plan and using their sales team, Alaskan Glacier Seafoods began producing Spot Prawns and Prawn Tails. They began purchasing halibut for shipment to Ketchikan for processing. The partnership worked so well that in 1990 the two companies formed a business association. They began buying gillnet and troll caught salmon, reentered the Dungeness and Bairdi markets, and expanded processing bottomfish. With expanded associations, Alaskan Glacier Seafoods became a division of Norquest Seafoods Inc. in 1992.

In 1996 Alaskan Glacier Seafoods purchased 11 million pounds of salmon, halibut, blackcod, King, Bairdi and Dungeness crab, rockfish, roe herring, sea cucumbers and pink shrimp. They created products ranging from frozen salmon fillets to halibut Engawa and sea cucumber skins. While the company has survived, today it has no company boats. The *Charles W* was its last.

The *Charles W* was the oldest vessel in the state still fishing in 2000. For 75 years, between 1925 and 2000, the boat was used for fishing in the waters of Southeast Alaska around Petersburg. The nonprofit Friends of the *Charles W* became the owner of the boat in 2002. The foundation plans to repair the decks, pilot house and some planking on the sides. They envision having the boat moored in the boat harbor where they will display historic photographs and show a videotape of a day of shrimping with Bill Greinier, Jr. to residents and visitors. The Friends also plan to keep the boat in running condition.

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Additional Documentation

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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.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====

Property Owner

=====

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

name Petersburg Maritime Heritage Foundation

street & number P.O. Box 748

telephone 907-772-3659

city or town Petersburg state AK zip code 99833-0748

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**Section** photograph identification  
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1. F/V *Charles W*  
Wrangell-Petersburg, Alaska  
Jeannie Norheim  
March 10, 2005  
Friends of the *Charles W*, P.O. Box 748, Petersburg, Alaska 99833-0748  
Looking northeast at Petersburg's marina; the *Charles W* is the smaller  
boat of two covered with a tarp on the right side of the photograph
2. F/V *Charles W*  
Wrangell-Petersburg, Alaska  
Jeannie Norheim  
November 30, 2005  
Friends of the *Charles W*, P.O. Box 748, Petersburg, Alaska 99833-0748  
Looking north at the stern of the boat
3. F/V *Charles W*  
Wrangell-Petersburg, Alaska  
Jeannie Norheim  
November 30, 2005  
Friends of the *Charles W*, P.O. Box 748, Petersburg, Alaska 99833-0748  
Looking northwest towards the bow of the boat, with the entry to the  
bunks and kitchen in the center of the photograph
4. F/V *Charles W*  
Wrangell-Petersburg, Alaska  
Jeannie Norheim  
November 30, 2005  
Friends of the *Charles W*, P.O. Box 748, Petersburg, Alaska 99833-0748  
Looking southwest towards the stern, the pilot house is in the center
5. F/V *Charles W*  
Wrangell-Petersburg, Alaska  
Jeannie Norheim  
November 30, 2005  
Friends of the *Charles W*, P.O. Box 748, Petersburg, Alaska 99833-0748  
Looking westsouthwest towards the stern of the boat
6. F/V *Charles W*  
Wrangell-Petersburg, Alaska  
Jeannie Norheim  
March 10, 2005  
Friends of the *Charles W*, P.O. Box 748, Petersburg, Alaska 99833-0748  
Looking southwest at the bow of the boat, the name is visible under  
the protective tarp