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United States Department of the Interior
National Park Service

711 299

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 *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.

1. Name of Property

historic name Tug Boat Sand Man
other names/site number _____

2. Location

street & number Berth A-108, East Bay Marina Port of Olympia not for publication
city or town Olympia vicinity _____
state Washington code WA county Thurston code 067 zip code 98501

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

David Hansen 6.26.98
Signature of certifying official Date
David Hansen, Acting State Historic Preservation Officer
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 of Keeper Date of Action

Property Name Tugboat Sand Man

County and State Thurston, Washington

5. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<input type="checkbox"/> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<input type="checkbox"/>	<input type="checkbox"/> structures
	<input type="checkbox"/> object	<input type="checkbox"/>	<input type="checkbox"/> objects
		<u>1</u>	<input type="checkbox"/> Total

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

No. of contributing resources previously listed in the National Register:

Maritime Related Cultural Resources Along Budd Inlet,
Thurston County Washington, Prehistory to 1945.

0

6. Functions or Use

Historic Functions
(enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

Transportation/Water Related

Transportation/Water Related

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

N/A

foundation _____
walls _____
roof _____
other _____

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

See attached.

Property Name Tugboat Sand Man

County and State Thurston, Washington

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.)

- 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.)

Period of Significance

Significant Dates

Transportation

1908 - 1948

1908

Maritime History

1908 - 1948

1908

Engineering

1908

1908

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Crawford and Reid

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

See attached.

USDI/NPS NRHP Registration Form

Property Name Tugboat Sand Man

County and State Thurston, Washington

9. Major Bibliographical References

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

See attached.

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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property less than one

UTM References

1	<u>1/0</u>	<u>5/0/8/8/6/0</u>	<u>5/2/0/7/5/7/0</u>	3	<u>1</u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

2	<u>1</u>	<u> </u>	<u> </u>	4	<u>1</u>	<u> </u>	<u> </u>
---	----------	--------------	--------------	---	----------	--------------	--------------

See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

The boundary encompasses the entire area of the vessel as she floats at her berth.
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)
These are the historic boundaries of the property.

11. Form Prepared By

name/title Shanna Stevenson
 organization Thurston Regional Planning Council date April 1998
 street & number 2404 Heritage Court SW telephone 786-5480
 city or town Olympia state WA zip code 98502

Additional Documentation

Submit the following items with the completed form: Continuation Sheets

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 The Sand Man Foundation
 street & number 4312 Cleveland Avenue telephone 360-786-9474
 city or town Tumwater state WA zip code 98501

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Name of Property Tugboat Sand Man

County and State Thurston, Washington

Narrative Description

The *Sand Man* is a tugboat 58' 6" long at the deck and 49'10" at the water line with an overall length of 59' 6" feet. The vessel has 14'6" beam with seven foot draft. The boat is registered at 48 tons, 19 net tons. It has a 21'6" height. The boat was completely fabricated of old growth Douglas fir. Originally it had copper plating and then iron bark sheathing. The sheathing has been removed for repair. Only one hull planking remains. The boat has new frames and planking in the stern and 40 new frames forward. Some of the original sawn fir frames have been replaced with hardwood. The hull ceiling is fir.

The boat has a full keel which drops where the wheel is located and a fir keelson. It features a fantail stern and a plumb bow. The original ironbark stern and caprail have been replaced.

The deck is fir. Deck furnishings include an original towing winch which is powered by a Stanley Steamer engine run by compressed air; two cleats forward and three aft. On the bow is the original hand-powered anchor winch with a set of bollards.

The rounded front wheelhouse superstructure has five windows. Three of the front windows have been replaced by immovable sash, the other two retain their original drop windows. The wheelhouse has paneled doors which open outward. The wheel is the original oak and mahogany. The wheelhouse is 14" above the back cabin and rounded to deflect the waves. The cabin steps down from the wheelhouse height. Both the wheelhouse and cabin have slightly raked flat roofs and original doors. The cabin originally had four bunks in the focsail forward and two in the wheelhouse. All but one have been removed for reconstruction.

To the rear of the wheelhouse is a large exhaust stack which has the ship's whistle which was expressly built for the *Sand Man* to be heard seven miles over land. A small stack for a stove is aft of the cabin as is the light mast. The boat retains its original bell and running lights.

A Caterpillar diesel, 120hp six cylinder, D-130000 engine still powers the boat as it has since 1944.

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Name of Property Tugboat Sand Man
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Narrative Statement of Significance

The *Sand Man* is significant as an example of the type of working tug boat once prominent on Puget Sound, most of which are now gone. These small tugs were able to maneuver cargo in and out of the narrow inlets of lower Puget Sound. Only a handful of this type of vessel remain and only the *Sand Man* continues to be moored on in its original location on Olympia's waterfront where she spent her working life maneuvering cargo associated with the area's economy. Although the vessel has had elements replaced as one would expect of a wooden boat nearing its 90th year, the *Sand Man* has many original features and its replaced features have been done to duplicate the original. The original motor was replaced two times, however the current motor is over 50 years old.

The *Sand Man* was built in 1908 by Crawford and Reid shipyard in Tacoma, Washington for A. J. Weston, owner of Olympia Sand and Gravel. Weston had commissioned the tug in 1908. After seeing a nickel-plated 50 h.p. Frisco Standard gasoline engine on display at the Alaska Yukon Exposition in Seattle in 1909 he decided to add that engine to the hull. The tug came to Olympia late in 1910 without its superstructure. That was built by Olympia craftsmen including Jake Frisch who built the doors and windows.

The boat first towed barges of sand and gravel from a quarry at Steilacoom to a company on the Olympia's water front, thus her name *Sand Man*. A new engine, a four-cylinder Fairbanks-Morse 100 hp was installed in 1922. The bore and stroke was 10 ½' by 12 ½" It was one of the first oil engines of the power model put into operation on Puget Sound according to the Pacific Motor Boat Magazine in 1930. The tugboat towed gravel scows between Olympia and Steilacoom and could make eight to nine knots.

In 1925, Weston sold the *Sand Man* to Delta Smyth, a local lumberman and operator of a fleet of tug boats. The tug maneuvered fuel oil scows, log booms and lumber tows. In 1944, the *Sand Man* got the Caterpillar diesel, 120hp six cylinder, D-130000 engine which still powers the boat.

The boat was sold to Fred W. Chadwick of Capital City Towing Company in 1945 which continued to operate the tug on the Olympia waterfront. With the decline in tug boating business most of the other members of the tug boat fleet disappeared. Franz Schlottman bought the boat in 1964 and continued it as a working vessel. Bob Powell purchased it in 1988 and later donated it to the *Sand Man* Foundation. The tug has always operated on the Olympia waterfront and has been host tugboat for "Harbor Days", a local maritime festival in Olympia since its inception in 1975.

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There are a handful of other tug boats of this vintage on Puget Sound but none in lower Puget Sound and no others still associated with their original ports.

The *Sand Man* was identified as a property type under Maritime Commerce/Transportation, eligible for the National Register of Historic Places in the Multiple Property documentation Form "Maritime related Cultural Resources Along Budd Inlet, Thurston County, Washington, Prehistory to 1943," which was listed on the National Register in 1993.

Registration requirements for that property type listed were:

IV. Registration Requirements

1. PHYSICAL

Eligible properties are sited/moored adjacent to or over Budd Inlet. The wharves are either remnants of earlier structures such as the Reserve Fleet Dock or Old Port Dock or rebuilt as in the case of Percival Landing. They do not have good integrity and their significance will rely on their associative value with the theme. Other associated properties such as the lighthouse, bridge and vessels should have substantial integrity of design, workmanship, including original materials, and express the setting, feeling and association of waterfront orientation. However they may have been altered to include technological improvements as in the case of the lighthouse. This category involves a variety of property types and so physical requirements will vary according to the resource. These sites/structures/vessels must be least 50 years old.

2. ASSOCIATIVE

These properties associated with the transportation history of Budd Inlet by facilitating traffic on or over the bay such as historic bridges or wharves or as in the case of the Reserve Fleet marker, commemorate an important transportation period in the bay. They should have documented significance when evaluated in the context of the transportation history adjacent to Budd Inlet and be associated with the themes expressed in the Maritime Related Cultural Resources of Budd Inlet prehistory to 1943 thematic statement.

The *Sand Man* meets these requirements by being moored over Budd Inlet and by having substantial integrity of workmanship and design. Although elements of the tug boat have been replaced, they have substantially replicated the original construction detail and materials. The original engine for the vessel has been replaced but reflects changes in technology for a working tug boat. The vessel continues to express the setting, feeling and association of its waterfront past by being moored in its original port on Budd Inlet.

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The *Sand Man* reflects the themes identified in the MPD document by illustrating the long history of maritime commerce and transport of products around Budd Inlet through its long service as a barge transport vessel.

The *Sand Man* is significant under Criterion A because it illustrates the development of transportation on Budd Inlet in the history of the area. The size and capacities of the *Sand Man* are particularly significant because of the physical character of the Inlet and its transportation needs as a narrow inlet at the southernmost tip of Puget Sound.

The *Sand Man* is also significant under Criterion C because it is a good representative of the Puget Sound tug boat of the early and mid 20th century.

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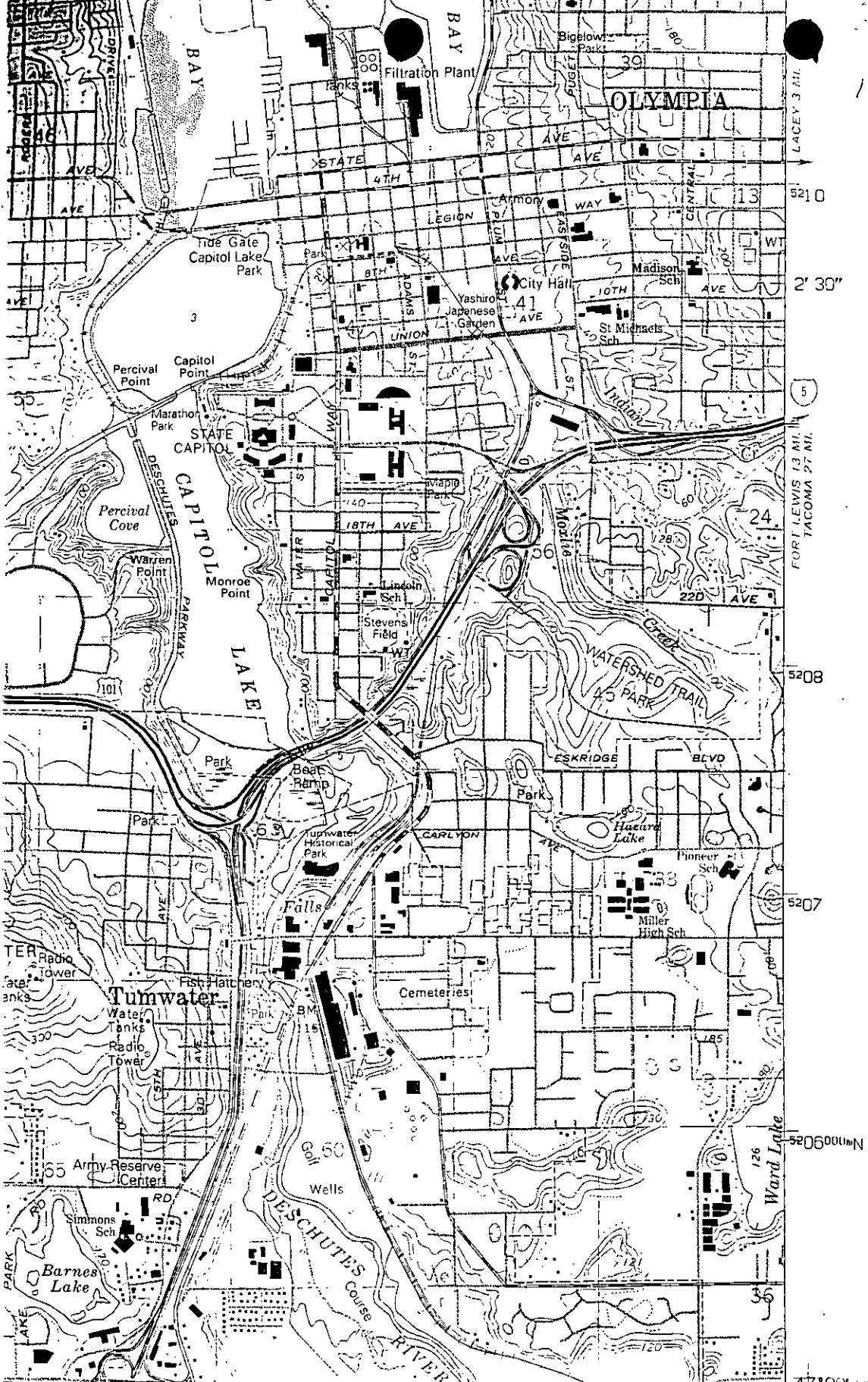
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55° 00" 508 509000mE 122° 52' 30" 47° 00' 00"

● INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 1995

ROAD CLASSIFICATION

- Primary highway hard surface
- Secondary highway hard surface
- Light-duty road, hard or improved surface
- Unimproved road



QUADRANGLE LOCATION

Interstate Route U.S. Route State Route



1991, OLYMPIA, WA

CARL COOK © 1991

Tugboat Sandbar
Huronston Washington

Carl Cook

1991

Book Photography

Eric J. Boat

Photo #1



1994, OLYMPIA, WA

CARL COOK © 1994

Tightest Sand Man
Thurston Westington

Carl Cook

1944

Cook Photography

Port View

Photo #2