

25N 4E 2,16

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED	KI 155
DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Naval Military Hangar - University Shell House

AND/OR COMMON

Canoe House/Shell House

2 LOCATION

STREET & NUMBER

University of Washington Campus

CITY, TOWN

Seattle

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

VICINITY OF

#1 - Honorable Joel M. Pritchard

STATE

Washington

CODE
53

COUNTY

King

CODE

033

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER: Recreation & storage

4 OWNER OF PROPERTY

NAME

U.S. Army Corps of Engineers, Seattle District

STREET & NUMBER

4735 East Marginal Way South

CITY, TOWN

Seattle

VICINITY OF

STATE

Washington

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

King County Administrative Building

STREET & NUMBER

Fourth Avenue and James Street

CITY, TOWN

Seattle

STATE

Washington

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Seattle City Landmark Survey

DATE

1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Office of Urban Conservation
Seattle Department of Community Development

CITY, TOWN

Seattle

STATE

Washington

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CONTINUATION SHEET

ITEM NUMBER

PAGE

Naval Military Hangar - University Shell House
Additions and corrections to the nomination forms

Item Number 4

Revise to indicate the following ownership:

The hangar building itself is owned by the University of Washington, Seattle, Washington.

The building is situated approximately half-way overlapping property of the University of Washington and the adjoining property of the U. S. Army Corps of Engineers, Seattle District.

The Corps of Engineers owns the portion of the site bordering on the Lake Washington Ship Canal. This is a strip of land roughly 100' wide running east and west and tapering with the shoreline as the ship canal widens where it joins Lake Washington.

Item Number 7

In the last paragraph the first sentence should read:

Still used as a canoe house and sailboat rental concession and storage area, the Canoe House is owned and maintained by the University of Washington. Under terms of a consent agreement a portion of the building for approximately half its length on the end facing the ship canal occupies neighboring property of the U. S. Army Corps of Engineers.

7 DESCRIPTION

CONDITION

CHECK ONE

CHECK ONE

- EXCELLENT
- DETERIORATED
- GOOD
- RUINS
- FAIR
- UNEXPOSED

- UNALTERED
- ALTERED

- ORIGINAL SITE
- MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Canoe House was erected during the First World War when the U.S. Navy occupied a portion of the University of Washington campus fronting Lake Union, the ship canal and Lake Washington. Though built to shelter seaplanes as a feature of the Navy's temporary training camp, the structure apparently was not completed until 1918, late enough to have been of little use to the military during the emergency. It is a straightforward, utilitarian structure ideally suited for its intended function, with a maximum clear span and siting on the lakeshore.

The structure is located in the SE 1/4 Section 16, T25N, R4E of the Willamette Meridian. It is situated at water grade on the north bank of the entrance to the ship canal from Lake Washington. It is oriented on its site southeast to northwest, and in its original context its hangar doors opened advantageously onto the water. The immediate setting is green open space, and the location is presently one of the focal points of water-oriented recreational activities at the University. An embankment rises behind the Canoe House to the north and west, and in the background looms the University's football stadium surrounded by several acres of surfaced parking.

The simple rectangular enclosure on concrete slab measures 88 by 120 feet. Large timber trusses (as many as six or seven) span the central space and are supported at the ends by triangular framing units. Longitudinal joists are bolted to the trusses and end wall plates. The trusses are a modified Howe type with crossed chords and top members which are pitched at a low angle, instead of being straight or flat, and which account for the shape of the shallow gambrel roof. This wooden framework is sheathed and covered with shingles. Asphalt shingles make up the roof cover. The long side walls are raked outward from the eaves, and because their characteristics are stabilizing or rigidifying rather than load-bearing, they are little more than cladding openings which are, typically, large double-hung sash windows, in pairs, with nine lights over nine. Some of the original openings have been filled in or modified, and other openings, such as bay windows, have been added. The interior originally was unfinished and generally remains so today. There are grade level doorways in the north and east walls. Across the south end a large triple-section sliding door with window panes in the upper portions is suspended from an overhead track approximately 24 feet in height. The track is extended beyond the face of the structure with outriggers which enable the doors to be drawn clear of the opening.

Improvements date from 1922, when the hangar became headquarters for campus crew racing activities, and 1949, when the space was converted to use for storage and rental of boats. A 20-foot section across the north end was partitioned off and in it a second floor level added. Reached by an outside stair in the center of the end wall, the damp-free "garret" was the work space in which George Pocock built his celebrated laminated racing shells for twenty-seven years. To allow a maximum of natural light into the studio-garret, a long clerestory window was opened up across the face of the end truss. The partitioned section was further subdivided after 1949. Over the several years it was unused prior to 1922, the hangar suffered the lack of adequate drainage. Freshmen crew members were pressed into service to lay drain tile around the base. Gutters on the eaves of the side walls and corner

downspouts completed the rain drain system. Other modifications include the addition of showers and lockers and a storage shed on the north end of the west wall.

Still used as a canoe house and sail-boat rental concession and storage area, the Canoe House is maintained by the University of Washington under terms of a consent agreement with the U.S. Army Corps of Engineers, the property owner of record. Dry rot and fire prevention are two major maintenance problems at present. The structure is not sprinklered. Construction of a new aquatic recreation facility is being planned for a location elsewhere on campus, and a future use for the existing canoe-rental facility is not contemplated.

8 SIGNIFICANCE**PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW**

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Aviation Collegiate athletics
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1918 **BUILDER/ARCHITECT** United States Navy

STATEMENT OF SIGNIFICANCE

Constructed by the U.S. Navy as a seaplane hangar in 1918, the Canoe House is significant to the state as a rare, if not unique example of an architectural type developed in the early years of aviation. Because the airplane hangar was a response to new technology, its efficient form was essentially without historical precedent. No other examples of the hangar type dating from the period of the First World War are known in Washington. (A dirigible hangar at Fort Worden on the Olympic Peninsula dating from ca. 1922-1923 has an iron or steel frame with corrugated metal cladding. The oldest hangar at Paine Field south of Everett is reported to have been constructed in 1942.) Moreover, no other early hangars are known to have survived in the vicinity of Seattle, which has figured prominently in aviation history since the founding of the Boeing Company in 1916.

In 1917 and 1918 portions of the University of Washington campus were taken over for war preparations. Army Training Corps activities were relegated to the upper campus, and the U.S. Naval Training Camp extended along lower ground fronting Lakes Union and Washington and the ship canal connecting the two bodies of water. Among facilities of this cantonment area were officers' quarters, barracks, miscellaneous store rooms, and tents for the rank trainees. One of the largest of the temporary frame structures, apparently a mess hall and PX, had a roof truss profile similar to that of the Navy's seaplane hangar, but its walls were straight rather than raked. The seaplane hangar was a late addition to these facilities. Completed in 1918, it evidently was never used for the pilot training exercises it was intended to shelter. After the War, indications are that the hangar remained essentially empty, except for the unauthorized storage of a private plane, until it was relinquished to the University around 1922, reportedly for the transactional token of \$1.00.

Rowing started on the University campus as early as 1902 and 1904. Speed racing did not become an official sport, however, until 1907, when direction of such activities was assigned to Hiram Conibear. During these early years the Pocock Brothers were brought to campus to fabricate racing shells according to a revolutionary, light-weight design which contributed to the varsity crews' success and subsequent recognition nationwide. Having been interrupted during the emergency, crew racing was resumed under Coach Conibear's successors after the War. George Pocock returned to the campus from a wartime job building seaplane pontoons for the Boeing Airplane Company. All crew activities, including Mr. Pocock's shell-building shop, were housed in the former Naval Military Hangar from 1922 to 1949, when activities were shifted to a new facility designated the Conibear Shell House. During the years they were quartered in

their make-shift facility the University's varsity crews compiled a distinguished record, of which a high point was competing in the World Olympic Games of 1936. During this time also George Pocock was permitted to fill orders for the superior laminated racing shells from Harvard, Columbia, Cornell, Princeton, Syracuse and other universities around the country.

Shortly after the hangar was vacated by varsity crews in 1949, it was converted for use as the University's Canoe House. Presently fulfilling a traditional function on the campus, the Naval Military Hangar is the second or third boat-rental facility operated under University auspices since the turn of the century. The predecessor canoe house, a much re-located building in use for nearly forty years, was torn down in 1950.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Burandt, Bob J. "Good-Bye to U's Old Canoe House", Seattle Times Magazine, January 1, 1950, 11.

Gates, Charles M. The First Century at the University of Washington, 1861-1961, Seattle: University of Washington Press, 1961. pp. 98-100.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.9 acres (See description)

UTM REFERENCES

A	1,0	55,266,0	5,277,210	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The area proposed for nomination, containing 1.9 acres more or less, is bounded on the south by the natural shoreline of the north bank of the Lake Washington Ship Canal; and on the north by the northernmost boundary of property governed by U.S. Army Corps of Engineers Consent Agreement No. DA (S)45-108-CIVENG-66-2. The west boundary is a line running perpendicularly from said northerly boundary to the end.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Elisabeth Walton Potter, Historic Preservation Specialist

ORGANIZATION

Washington State Parks & Recreation Commission

DATE

May 10, 1975

STREET & NUMBER

P.O. Box 1128

TELEPHONE

(206) 753-4117

CITY OR TOWN

Olympia

STATE

Washington

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE _____

LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

Charles H. Odegaard

TITLE

Executive Director - Charles H. Odegaard

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

Interview April 17, 1975: Alvin Ulbrickson, University of Washington Crew Racing Coach, retired. Interview April 22, 1975: George Pocock, Racing Shells, Inc., Seattle, Washington.

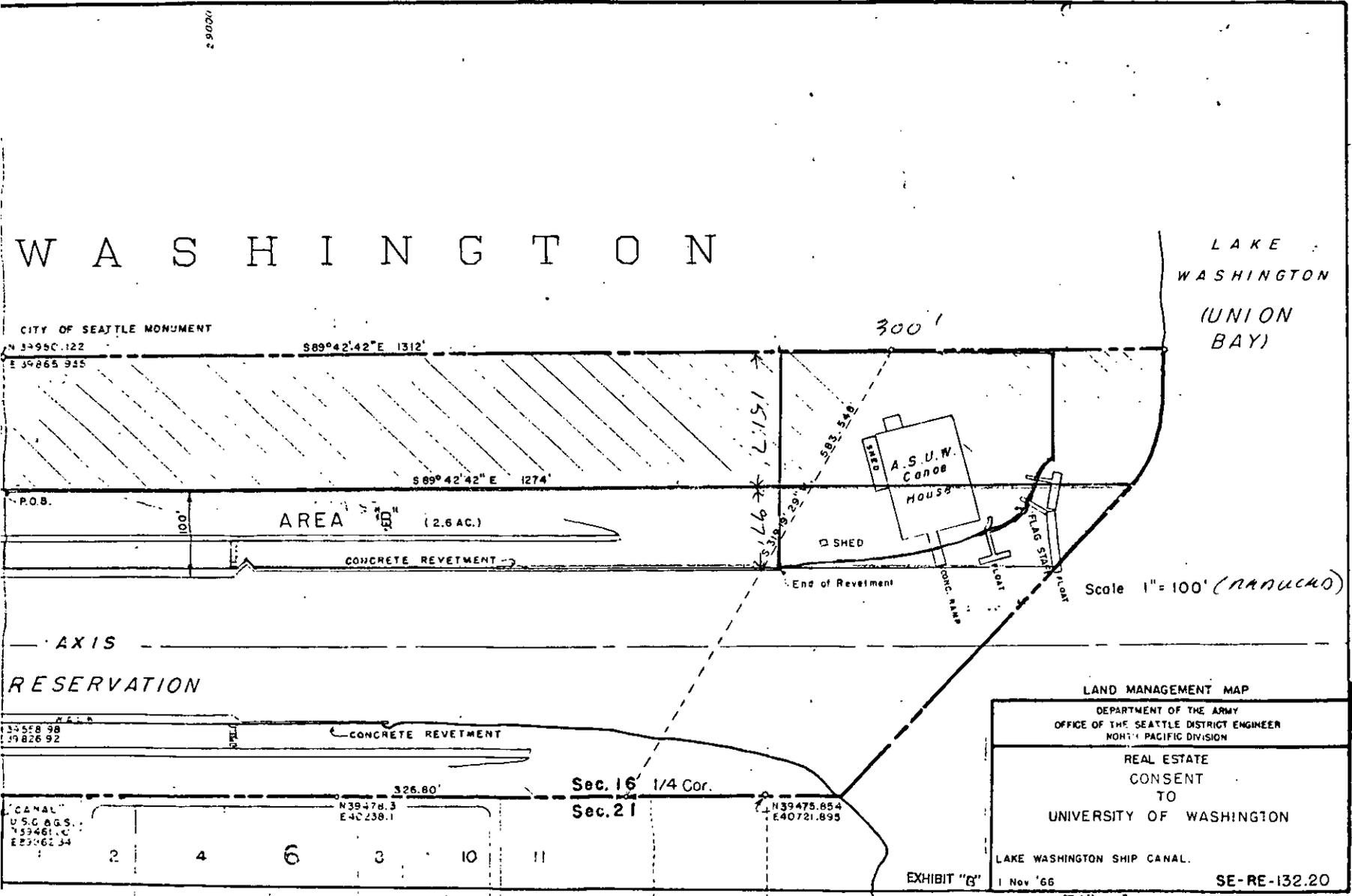
Photo Albums, U.S. Naval Training Camp, University of Washington. Collections of the Seattle Museum of History and Industry.

Three Quarters of a Century at Washington. Seattle: University of Washington Alumni Association, 1941, pp. 11-12, 20.

of the ship canal revetment, which is a distance of approximately 248.7 feet. The east boundary is a line running perpendicularly from said northerly boundary to its point of intersection with the natural shoreline, which is a distance of slightly less than 150 feet. The distance between the east and west boundaries is approximately 300 feet.

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HISTORIC PRESERVATION

2 9000'



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1 NAME

HISTORIC

Naval Military Hangar - University Shell House

AND/OR COMMON

Canoe House/Shell House

2 LOCATION

CITY, TOWN

Seattle

___VICINITY OF

COUNTY

King

STATE

Washington

3 MAP REFERENCE

SOURCE

USGS Seattle North Quadrangle

SCALE

1:24 000

DATE

1949

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

UNITED STATES DEPARTMENT OF THE INTERIOR
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**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

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STATE

Washington

3 PHOTO REFERENCE

PHOTO CREDIT

Jacob E. Thomas

DATE OF PHOTO

January 1975

NEGATIVE FILED AT

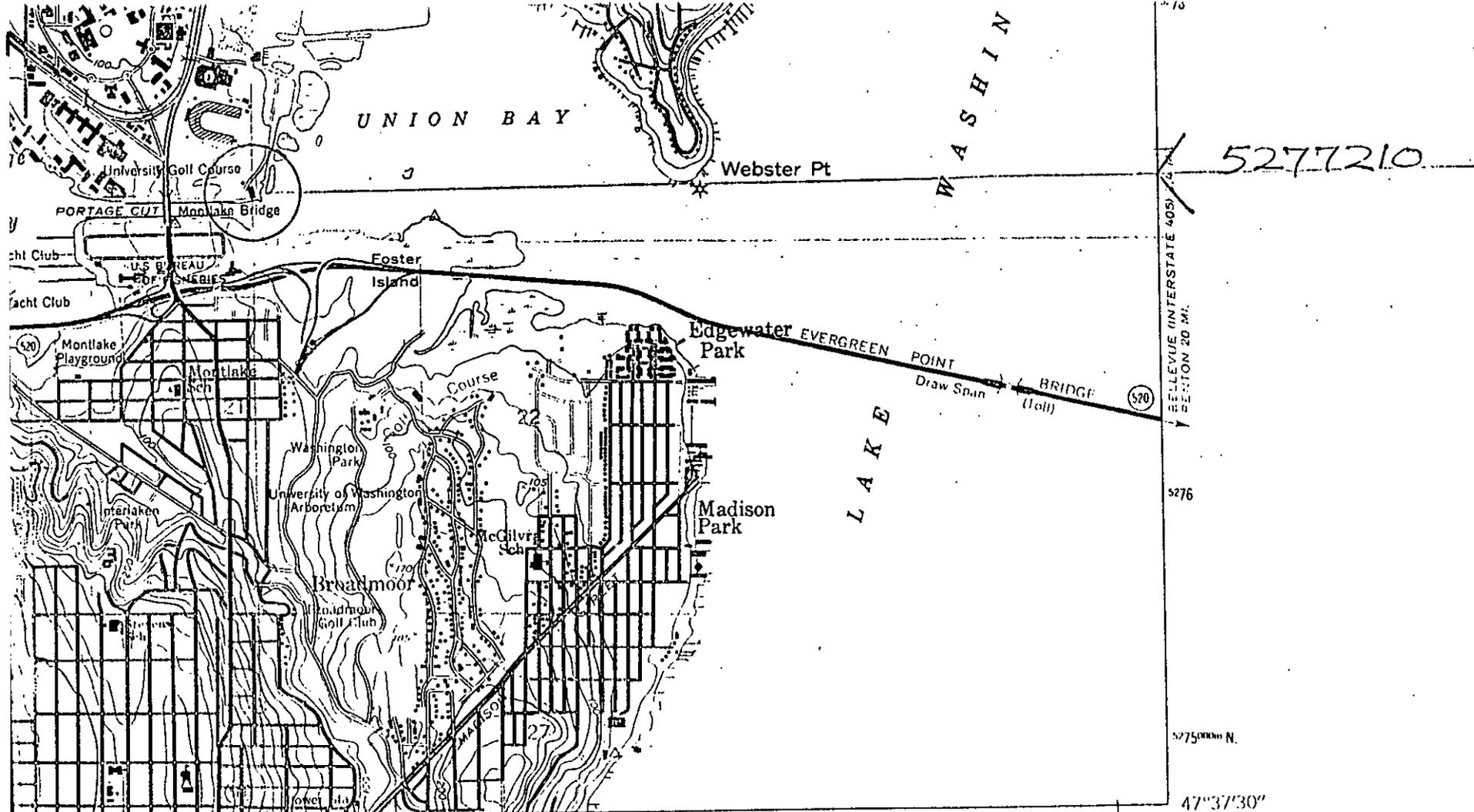
Washington State Parks and Recreation Commission
Olympia, Washington

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT. GIVE BUILDING NAME & STREET

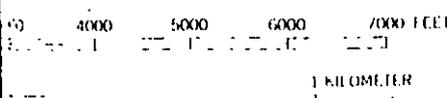
PHOTO NO.

View from northeast.



5277210

124000
552660



VERTICAL DATUM: MEAN SEA LEVEL
 ELEVATION: APPROXIMATELY 11 FEET
 NATIONAL MAP ACCURACY STANDARDS
 FEDERAL GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
 FOR A COMPLETE LIST OF SYMBOLS AND ABBREVIATIONS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

ROAD CLASSIFICATION

- Heavy-duty
- Medium-duty
- Light duty
- Unimproved dirt
- U. S. Route
- State Route
- Interstate Route

SEATTLE NORTH, WASH.

NE/4 SEATTLE 15' QUADRANGLE
 N4737.5—W12215/7.5

1949
 Photorevised 1968
 AMS 1579 III NE--SERIES V891

This map was compiled by the Geological Survey from aerial photographs taken in 1968. This information may not hold the most current data available for any of the areas shown.

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STATE Washington

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Jacob E. Thomas

DATE OF PHOTO

January 1975

NEGATIVE FILED AT

Washington State Parks and Recreation Commission
Olympia, Washington

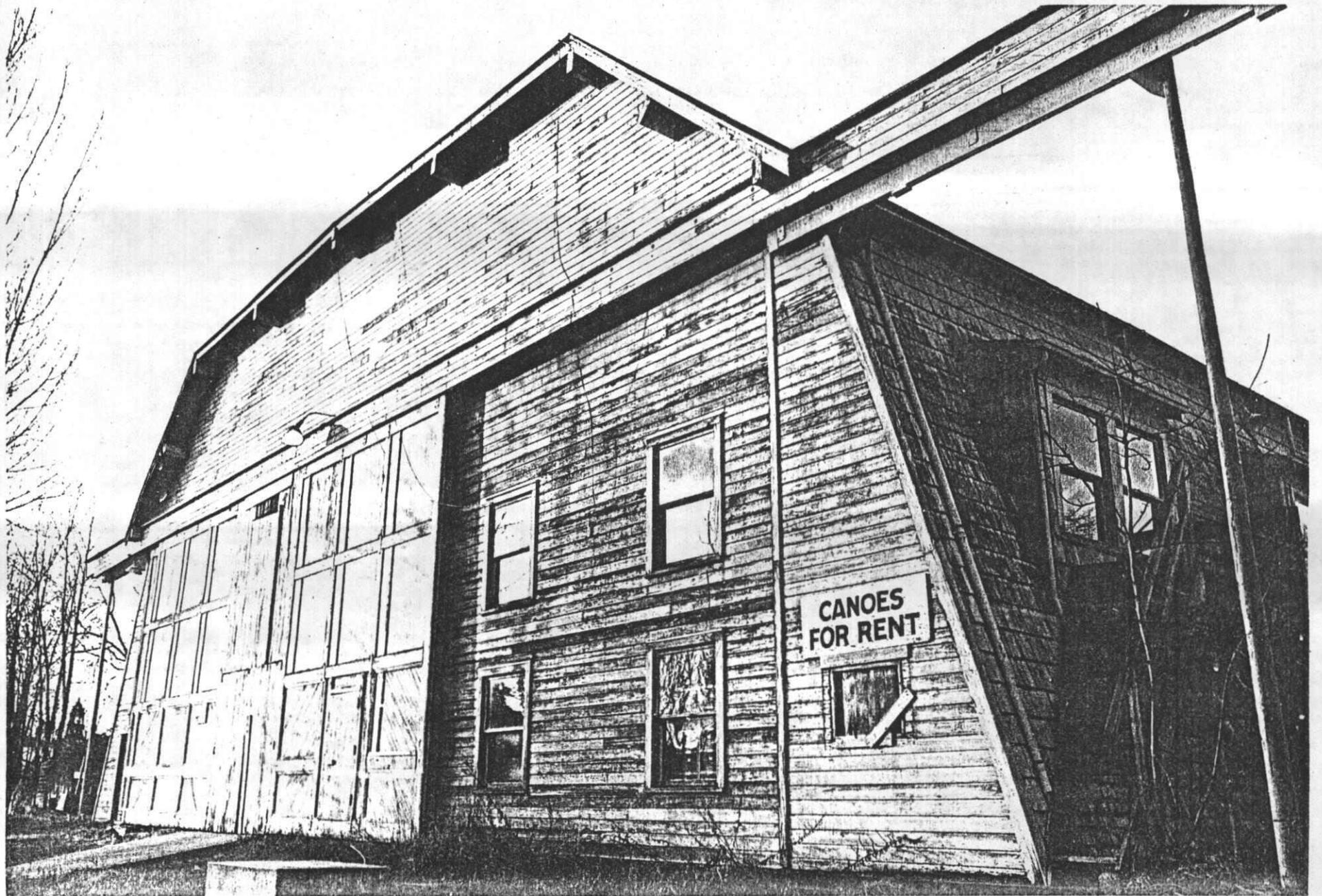
4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

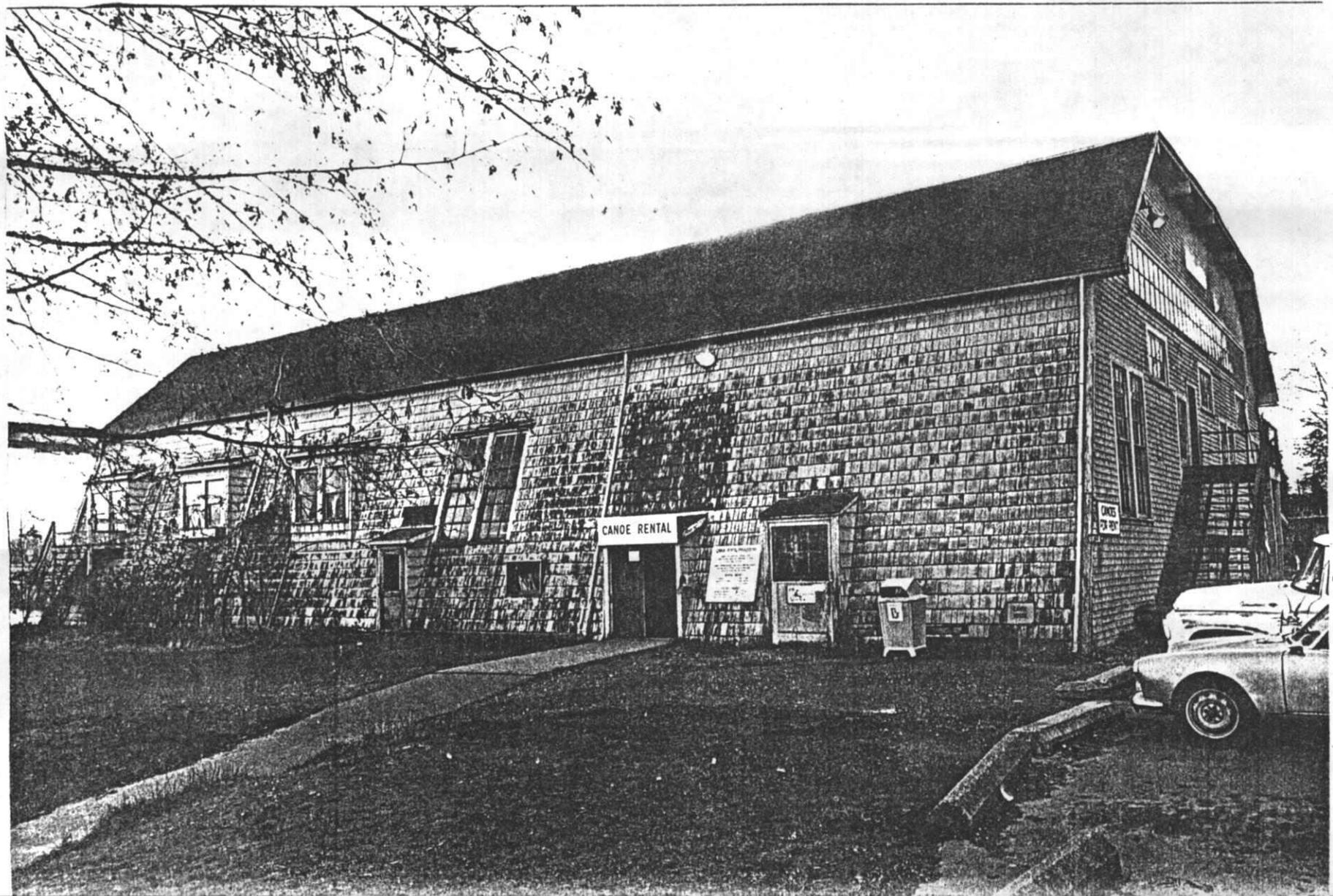
PHOTO NO.

Detail of hangar doors.





CANOES
FOR RENT





CANOE
FOR RENT

100 100 1000
100 100 1000







U. of W. SHELL HOUSE