

Walter Jaccard

From: "Robert Mester" <Robert.Mester@comcast.net>
To: "Walter Jaccard" <wjaccard@mindspring.com>
Sent: Wednesday, February 11, 2004 6:45 AM
Subject: FW: Lake Washington Project

Dear Walter Jaccard,

I have enjoyed the research task in connection with the three unknown vessels in Lake Washington and the subject of the recent DOT report on the same sunken vessels.

In connection with the scow-like target please note the following:

I contacted Mr. Jim Delgado - Delgado is executive director of the Vancouver Maritime Museum in Vancouver, British Columbia. Previously, he was the head of the U.S. government's maritime preservation program and was the maritime historian for the U.S. National Park Service. When not at the museum, he is the co-host of the new National Geographic International television series The Sea Hunters along with best-selling author Clive Cussler. Delgado's active participation in the study and preservation of shipwreck sites and maritime heritage has included a founding membership in the International Commission on Monuments and Site (icomos) committee on underwater cultural heritage and the presidency of the Council of American Maritime Museums.

Jim's comments are located in a separate e-mail located below.

I discussed in details with Jim and others the issue of the discrepancies in the length and beam of the target in Lake Washington. And the limited local records concerning the dimensions and constructions style. The fact that there is a difference in the actual dimensions is not necessarily grounds to dismiss this target as possibly the Squak. The target definitely fits the construction style. An example of an error in actual dimensions verses the "as built" is The "SS Governor." Although construction blueprints show her to be 415 feet in length, when measured she is only 393 feet in length. Only after years of searching records was it discovered that she rammed a USCG cutter in Crescent Bay in 1912 and the resulting repairs shortened the vessel 22 feet.

The evident construction style and comparison of video records with photos of the Squak indicates this target as a vessel common to the 1880 era and could possibly be the Squak or at the least a vessel built to specification of the Squak.

As stated by Jim Delgado, who is far more qualified than I; "I would strongly encourage any approach to conduct more evaluation of this target and to then reassess its eligibility for the NRHP." Anything less would be not in good judgment on the behalf of Washington D.O.T. and would likely be in violation of section 106 of the 1966 National Historic Preservation Act.

Bob Mester
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-----Original Message-----

From: James Delgado [mailto:jpdeldgado@vancouvermaritimemuseum.com]
 Sent: Saturday, February 07, 2004 3:06 PM
 To: Robert Mester
 Subject: Lake Washington Project
 Importance: High

Dear Mr. Mester:

Thank you for your emails and for the information in regard to the "scow" wreck in Lake Washington. I have reviewed both the DOT report and SCRET's response and believe the situation warrants more study. I have serious concerns over a determination that the submerged cultural resources were not eligible for the National Register of Historic Places. As the principal author of the National Register's guidelines for nominating historic ships and shipwrecks, I am familiar with the criteria and believe that the determination of non-eligibility is premature. It also appears to have been done without the benefit of a detailed examination of the targets on the lake bed, particularly the "scow" which may be the remains of the scow-like Squak.

While not a nationally significant wreck like USS Arizona, this scow may be the remains of a vernacular-built, locally if not regionally significant working vessel that is largely undocumented in terms of its characteristics. Hence, there is potential for eligibility, should this prove to be Squak, under criteria A and C, and perhaps D. I would strongly encourage any approach to conduct more evaluation of this target and to then reassess its eligibility for the NRHP.

Sincerely,

James P. Delgado, FRGS, RPA
Executive Director
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