

**Alaska State Library
Historical Collections**

**Bayers, Lloyd H., 1911-1968
Captain Lloyd H. "Kinky" Bayers Collection, 1898-1967
MS 10**

General Marine Files

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BACHENHAUSEN

Old Dutch whaler
1854-1911

D.A.Disp. 7/29/1911 carries the story of Mr. E.C.Lindemann who came her to organize the Moose Lodge. He avers that he was on the old Dutch whaler, "B" which anchored in Gastineau Channel in Apr. 1854 and was here for some time before pack ice in the Channel cleared out so she could put to sea. He also says he and others rowed ashore to the site now the town of Juneau, on May, 16 1854 and at that time there was only two 'Mongolians' living on the beach.

BAER

Album 9.

Puget Sound T & B.
(Diesel tug)

1. Stbd. broad, still Seattle waterfront.

VG

Re-named "Sea Otter" in 1952
Ex "Beatrice Baer"

She sunk near Dennis Shoal--S.E. of the San Juans during the last week in Feb. 1952. After the 77' tug sank her 7 man crew including Capt. Harold Knake, were rescued by another tug. It was believed she was a total loss but within 48 hours she was raised from the depths by a Foss Co. heavy-lift crane and taken to port for repairs. It is believed she will be back in service in a few weeks. She was an 89 ton lift. Built 1912 and has been operating out of Anacortes for the Pacific Towboat Co. a subsidiary of the Foss Co.

Sinks --- See Book 37 page 59

Burned---See Book 37; page 69

P.C.A. (6).

BAGADUCE

Lg. Navy tug.
ATA 194

(1). Stbd. broad at Juneau City Wharf. 6/8/149

150' x 15' x 32' beam.

1500 h.p. diesel.

Was to wait in Juneau until June, 16, 1949 to tow
Health Dept. out-board barge unit to mouth of Kuskokwim

BAHADA

No. 3957

Album 9.

Book 33.

(Old steam tug)

1. Stbd. broad, speed, Seattle waterfront.

G

2. Stbd. near broad, speed. (Mag. cut)

Built 1902 at Seattle, 85.9 x 19.1 x 11 (450 h.p. steam)
132 gross; 90 Net. Owned by Gilkey Bros Towin Co. of
Anacortez in 1925.

On Apr. 3, 1923 she was listed in the Blue Book as Rammed
and sunk by the ST. Sch. "Richmond" in L.A. Hbr.
She had 5 men on board and one was lost.

Lost in Nov. 1926 at Sadle Bag Id. with tow of logs and
all hands. Probably got in irons and capsized.

Emp. 4/23/1923/6 The steam tug "Bahada" was rammed and
sunk yesterday, near the breakwater in San Pedro Hbr.
by the Std. Oil tanker "Richmond". Owned by the Wilming-
ton Trans. Co. Crew saved by a water-taxi.

Emp. 11/22/1926/6 Tug "Bahada" of Gilkey Bros. of Anacortes
believed to have exploded and sank near Anacortes with
loss of all 10 men on board. Body of one of her crew
was found on Samish Island.

(2)

BAHADA

Old steam tug.

Then there was the "Bahada", which blew up near Anacortes, Wn.. At about two in the morning of Nov 22, 1926, she was between Huckleberry and Saddlebag Islands on her way to Bellingham. In her tow was a log raft; all was going well, and most of the crew of 9 men were in their bunks below.

The first hint that anything was wrong came with the finding of crew member Bill Hansen's body on the beach at Samish Island, six miles away.

Along with the body was found a lifeboat bearing the stenciled name of the tug; this find caused Skagit County Authorities to wire Anchorage that a member of the crew had been lost overboard. It was somewhat later that bits of splintered wreckage were found on Jack Island, and a fragment of the "Bahada's" wheel, a mass of splintered wood and twisted brass, was washed ashore on Saddlebag Island.

They finally found the raft, anchored between Huckleberry and Saddlebag Islands by the shattered hull of the sunken tug. The line from the raft stretched away like a pointer, indicating the spot where the hulk of the unlucky tug lay in 260' of water. She had been destroyed by an

exploding boiler.

BAIKAL

Old Russian ship
Sitka 1869

ALASKA TIMES (Sitka) 10/2/1869 says the old hulk of the "Baikal" which has been used for last 20 years as a storehouse, has been floated off her moorings and is being burned on Japonski Island for her copper and iron.

BAILY

Old Yukon River Steamer

1. No picts.

2. Pict. pp 14 in AS Jan. 1957 (Bow at dock)

ALASKA MINING RECORD, Nov. 15, 1899 says she was operating on the Yukon and was laid up for the winter.

Built 1899 on Lake Bennett; 195 tons; Dismantled in 1931 at Whitehorse.

BAILY GATZERT

Album 14.

Book 29

Old stern-wheeler.

Album 23.

Book 32

1. Stbd. broad, at old 'Railway Co' dock. VG
2. Port broad, on upper Columbia River.
3. Port broad, ready to be launched sideways.
(Magazine cut)
4. Same mag cut. as above (?)
5. Stbd. broad, at old 'Railway dock. (Mag. cut)

story by D.S.Ames

See Red Scrap Book No.1. Page5.

See 1947 DIARY Page Jan. 3. Also more in story on
"State of Wash. see page Jan. 16.

More in 1947 DIARY Page Feb. 9.
More info. Book 36 Page 5

BAINBRIDGE

Sm. old P. Sd. pass.
str.

1. No pict

2. PICT. BOOK 32 pp 37

Built at Seattle in 1915. 313 gross; 202 net;
109.7' x 25' x 8.4'

Broken up for scrap in Dec. 1938

BAINBRIDGE

PHP. 1.
Book 32

Car-ferry.
Kitsap County.

1. Passing under draw-bridge. "J.E. Boyden" steam tug
 also passing abreast. (Porthole)
2. Near broad, still. (Mag. cut)
3. Hood pict. page 30, Nov. '52 P.W.B.

Built in 1928 at Seattle 186' x 55.2' x 14.9' and carries 56 cars and 440 passengers.

Has 800 h.p. Washington Diesel serial number 7161

With the exception of minor lay-up for repairs, not over 5 days a year, she has operated steadily ever since running first from Seattle to Port Blakely, Bainbridge Island, later to Winslow, then the San Juan Islands, and the Muckilteo-Columbia Beach runs, making generally 7 trips a day, averaging over 120 miles daily on shorter runs, more on longer ones. Her present mileage is well over 900,000 miles. She is approaching her millionth mile and is on her way to pass it, as she has just been returned to the Muckilteo run after alternating the past winter with the ferry "Keholken" on the run to Bainbridge

Additional info. page 29. P.W.B. Nov. 1952.
M.D. 9/22/1966--To be sold by ~~XXX~~ B.C. Ferries who acquired her from CPR. She was the JERVIS QUEEN.

BAINBRIDGE

Album #3.

Sm. Sd. Pass. Ferry

1. Port broad, close, still, in stream.

G

BAINBRIDGE

4-masted sch.

1. No pict.

See Info. Page 66 in Book No. 35.

BAKER

U.S.E.D. Ex. FS

1. No picts.

See infol. in Book 35; page 66

BALCLUTHA

No. 3882

Sailing ship A.P.A.

1904

"Star of Alaska"

1. No picts.
2. VG picts. and story. S&S Fall 1955; pp. 28.
3. VG. pict. on cover of Aug. 1955 LOG (On my shelves)
4. Plenty of picts. and info. as "Pacific Queen" see card.
5. V.G. restoration article. pp. 19; Book 44.)
6. Very Excellent full-page pict. (S&S Spring '56; pp. 36)
7. VG. picts. and info. pp. 17; Book 44.
8. VG pict. and story on "Wreck of "Balclutha"
(S&S Fall 1957 pp 26.)

Became a total wreck when she was blown ashore during a high wind----in Geese Island Strait (KodiakIsland) June 2, 1904. She had a large number of employees of the Karluk cannery on board as well as her crew. She was owned by Pope & Talbot of S.F., British built and had been for awhile under Hawaiian registry.

Built 1886 at Glasgow, Scotland. 1716 gross; 1554 net; 256.3' x 38.5' x 13.2' 18 man crew. Carried the same name under British and Hawaiian registry.

SOME INFO. IN BOOK 35; page 23

Some VG. statistics in NOTE BOOK No. 27. pp. 86

Picts. +info. BOOK 44. (See Index)

BALLARD

P. Sd. car ferry

1. No picts.

Info. Book 36 Page 54

Baltic

Famous American ship
Atlantic speed queen
1852

1. Port broad, mag. cut. from old print. Sidewheel str.
2. Pict and info. (S&S Mar. '53; pp 16 to 20)

Pict. and article in Envelope No. 6.

Sketch and info. Book 37; page 72

Book 32

BALTIMORE

Ex "Rene"
Luxury Yacht.

1. Port bow at Seattle pier. (Mag. cut)

XXX

BANDON

No. 204328

Album 15.

Wooden steam schooner.

Album 17.

1.

2.

Port, broad, slow, entering Eureka Hbr. Calif. VG
Stbd. bow, but sinking after being towed into
Eureka, Calif. by C.G.C. "Shawnee" when she became
disabled at sea in 1941. Had previously been
wrecked six times but was always saved. Album 20.17

Sold to Mexican interests in 1943

Had some kind of trouble Feb. 8, 1941

2/21/1941 Pict. of "Bandon" in waterlogged condition being towed in by a tug. Caption says she has been wrecked six times but always managed to keep from becoming a total wreck.

See pp 104 (HEARD ON THE FANTAIL) for pict. and latest info. on "Bandon" (STEAMBOAT BILL for Dec. 1956)

BANDON

Wills Nav. Co. str.

8/26/1935 "Bandon" ran aground on Holliday Island last night in heavy fog while headed south. Capt. Gus Swanson and crew of 21. Is in no danger. Has a fish oil cargo.

8/27/1935 "Bandon" refloated O.K. and proceeds South.

BANDON

Pacific Coast Wooden Steam Schooners

Lyman

642 tons, built at North Bend, Ore, by Kruse & Banks 1907, for A.F.Estabrook, S.F. Carried 650-M ft. and had twin screws driven by two compound engines of a total of 475 h.p.

1910 to Oregon Trans. Co.

1917 to A.F.Mahony

1918 to Effe-Wilson Lmbr. Co.

1919 to Parr-McCormick S.S.Line

1921 to Moore Mill & Lmber Co. All of S.F.Cal.

In the 30's to G.H.Wills, S.F.

Left Coquille River for S.F. 2/8/41 and sighted next day in distress off Trinidad Head by the S.S.SOLANA, which took off her crew, and the day following she was picked up by the cutter SHAWNEE AND towed to Coos Bay. There she was declared a constructive total loss and sold to the Coos Bay Dredging Co. This was reported as her 6th wreck.

BARANOFF

Album 5.

Small Frt. as Navy YP

1. Port, broad, speed Puget Sd. as Navy YP boat. VG

ex "Kailua"

ex "Casco"

ex "Western Trader"

BARANOFF

Album 27

Later the "Rose"
Lewis & Dryden

1. Stbd. broad, anchored with shore line out as "Rose"

INFO. IN BOOK 35; page 51

Used as a tug and tender at the Baranoff Packing Co. at
~~Flah/Bat~~ Red Fish Bay 5/13/'92/ Capt. Gasslander.

Taken to Wrangell Oct. 1892 for the winter. Cannery put
up 10,000 cases.

4/6/'89 ALASKAN (Sitka) says she passed through here bound
for cannery at Redoubt Bay. Capt. Henry Nice.

F.W.NEWS 7/13/98 says she towed a scow with house on it
from Wrangell to Wrangell Narrows---Capt. Churchill

PCA ⑥

BARANOFF

Post Card Album ①

Alaska S. S. Co.

P.C.A. ⑤

Ex. "Santa Elisa"

- ①. Stbd. bow, leaving Juneau waterfront. P.C.A.1. VG
- ②. Port broad, passing in at Sheep Cr. Lt. 1948
- ③. Stbd. broad, Columbia Glacier. Iceberg near bow.
4. Showin damaged bow. (Pict. Book #34 page 31)
5. At Ketch. War paint. (Album 28)

Hit submerged objects (rocks) 3 times in 1942---once in Gulf of Alaska, once on Hein Bank and once near Petersburg.

More info. pp. 33; Book 41.

Collision info. Book 40; pp. 46

Capt. Henry Burns ---Sept. 1954 (Last Alaska skipper)

Has been sold to a Japanese ship breaker----see page 7 Spring 1956 S&S. She brought \$222,000. at auction.

2/15/1938 "Baranof" lost a prop blade after hitting a log near Ketchikan (Caamano Pt.) and had to run back to Prince Rupert for drydocking. (Pass. listed in Empire)

8/31/1939/6 "Baranof" to make 73 day cruise around Cape Horn and back in Jan.

Sold, to be junked; makes final trip to Japan, etc.

(NOTE BOOK No. 1. 9-16-23-27-33-35-37)

Was to have been named "Nabesna" (NOTE BOOK 1. pp 34)

BARBARA BOSCOWITZ

Old Canadian Str.

L. No picts. (See card on "Boscowitz")

BARBARA FOSS

Album 13.

Foss L. & T. Co.
Small diesel tug.

1. Stbd. broad, speed, Seattle Hbr.

VG

Built 1925 at Seattle as the "Wego" Had a 110 h.p
Washington Diesel. 53.3' x 14.1 x 6.3

BARBARA FOSS

PHP. ②.

Miki type tug.

Album ②7

- ① Port bow, speed, P. Sd. (Porthole)
- ② Port bow, war paint; in Ballard Locks.
3. VG pict. in Book 41; pp 47
4. Manouvering two barges at Ketch. June '55 (PCA--7)

XXX

Album 17.

BARBARA FRITCHIE

Two-masted schooner.

1.

Port nearly broad aft. ashore with nose out to sea taking terrific beating; on Pt. Arena 1890. Was refloated and lost a few years after.

BARBARA HERNSTER

Old schooner 1905

D.A.Disp. 8/7/1905 Wrecked July 28th off the coast of
Nome. No lives were lost.

BARBARA MORAN

Moran Co. tug.

1. Air view directly above showing her assisting Br.
tanker "Labiosa" TOWLINE Aug. 1952 page 13

BARC

U.S. Army Amphib...

1. Lost. (Info.) pp. 17 and 18; Book 41.
2. Lost. (Pict. and info.) pp. 44; Book 40.

BARCLEY

Lg. ATS steel tug.

1. See file card "Col. Barclay"

"Lt. Col. Albert H. Barkley" had been commaned by Capt. Wellington with Mate Ed Paine during part of the War.

M.D. 7/22/'50 says the vessel was taken out of wet storage at Kennydale and will replace the LT-518 at the Seattle Port of Emb. 116' long and has a 1440 h.p Alco-Sulzer Diesel. She travels at 12 knots.

Capt. Sam Wellington.

1. Picts only as old "Puritan"
- ②. Pict. on ways at Anacortes; July 1952 as "Barney Jr."
3. VG Picts. and info. (Repowered) (N.B. 21; pp 107.)

See card on "Puritan"

BARR

Yukon River str.

1. No picts. (See "John C. Barr")

BARRACOUTA

Old Pacific str.

1.

A.D.Disp. Jan*27, 1906 says she has returned from Japan after having been captured by the Japs and interned for some months. Her crew except for Capt. Mate and 2 Engrs. was returned to Seattle. She came back with her officers and a Jap crew when returned to this country.

BARRY K

Album 14.

Book 29

Old stern-wheeler.

1.

Port, broad, slow, near low wooded shore and houses.

2.

Stbd. bow, with others winter ice; Yukon. (Mag. cut)

Formerly the "Lewiston" on the Snake River. Built at Portland in 1923, as a sternwheeler. Owned and operated by Union Pacific until 1940 when she made her last trip to Portland with Capt. S.V. Winslow on the bridge.

Purchased by Western Trans. Co. of Portland and operated as a towing str. until 1943 when she was taken into the ATS and towed to the Yukon. Being dismantled in Alaska Her whistle is available in Anchorage. The whistle was formerly on the old "Hassalo" which was dismantled many years ago.

M.D. Aug. 5, 1950

She is the third hull of that name and service---the 1st being built in 1894; the 2nd in 1905. All were "Lewiston" and operated seasonally out of Lewiston, Idaho. She had been rebuilt as a river tug in 1940 and renamed "Barry K"

BATAAN

Norwegian M.S.

1. Good info.

Book 42; pp. 20

BATORY

Polish liner (Atlantic)

Have envelope in Lg. G.S. File under ATLANTIC PASS. LINERS

BAWEAN

New Dutch Motorship

1. Stbd. broad, slow. (Mag. cut.)

2. Pict. only

3. VG. porthole pict.

Book 43; pp 15)
(Porthole No. 4)

Arrived in Seattle the first week in Aug. 1954 on her maiden voyage to the Pacific N.W.---from the Far East and in the service of the Java Pacific & Hoegh Lines.

Commanded by Capt. W.H.Mante, who is well known on the Pacific Coast.

9525 tons registered gross

494' x 64.5' x 40' 3"

Has a service speed of 16 knots.

Has 5 cargo holds, two fitted with tanks for trans. of palm oil. Also has 4 chilling and freezing spaces, totalling 20,000 cu. ft. Hatches served by derricks.

Has accommodations for 12 pass. situated on the promenade deck and consisting of 4 single and four double cabins. Nearly every crew member has his own cabin. She is also completely air conditioned.

M.D. 8/7/1954

BAY CITY

Old P. Sd. ferry.

1. No pict.

Built 1889 at Hood River, Ore. 280 gross; 214 net;
135' x 22' x 6.8' Burned outside of Ballard in 1904

BAY ISLAND

Album #3.

Sm. Sd. Pass Ferry

1. Port, broad, slow, near P. C. Gypsum Co. dock. G.

Built 1900 at Tacoma as the pass. str. "Crest" and used on the Tacoma-Gig Hbr. run. In 1918 she was sold to fox farmers on Whollochett Bay and renamed "Bay Island" In 1924 she was cut down to a tug at Tacoma. Badly wrecked when sunk in a storm off Mukilteo in 1927. Nothing more on her. 99 gross; 67 net; 91.2' x 20' x 5.9'

BAYCHIMO

Arctic Frtr. of
Hudson's Bay Co.

1. No picts.
2. See picts. and story on her last voyage in Alaska
Sportsman for July, 1957 pp 28)

SEE 'SAGA' Mag. May, 1954 (Shelves) pp.44; The Greatest of the Ghost Ships' by Francis Dickie. (For the story.)

Capt. Ralph J. Summers was a seaman on her when she was caught and lost in the ice pack off the northern tip of the continent. (He later became Capt. on the "Fort James" which was lost wintering off the Coppermine River.) (He later commanded the new M.V. "Fort Ross" He died in Dec. 1950. M.D. 12/16/50

Emp. 9/12/1925 Hudson's Bay Co. vessel "Baychimo" with 33 men on board is caught in the Arctic ice and sends SOS call for help.

NOTICE: The "SAGA" story mentioned above has been pasted in NOTE BOOK No. 24; pp 64--67

See BOOK 44 for exploits (Index)

P.C.A. (3)

BC 525

Steel 110' barge
Floating cannery

1. At small dock in Petersburg. Inside Bn. 36.

P.C.A. (3)

B.C. 1373

130' BC

- (1) Set of seven showing barge broken up on Niblack Pt.
after it broke loose from ST 382

P.C.A. (3)

BC 1677

114' barge.

(1) Set of 6 wrecked on Pt. Augusta by ST 382

B.C.L.'s

Any. and all.

1. Two of Alaska Freight Lines, barges at dock.
Book 33; page 33 and info. too.
2. PICTS. info. BOOK 32; pp 5

BCL 121

Album 23.

Lg. steel barge.

1. Port broad in Seattle Harbor. Schooner type.

B.C.L. 1097

Album (6).

~~Large Sch. barge.~~
Ex "Wm. Taylor"

(1). Port, broad at Hanford St. Dock.

G

BCL 1322

Album 23.

Lg. Wooden barge.

1. Four views of her. Schooner barge.

Book (32)

BCL 1323

Mach. Shop B.C.L

(1.) Port broad, being towed. (Mag. cut)

B.C.L. 1325

214' barge.

Stbd. bow at dock loaded with tanks. (Mag. clipping).

Book 5

Book 32

BCL 1325

ATS Schooner barge

1. Loaded at Seattle Port Pier-Stbd. bow. (Mag. cut)

BCL 1329

P.C.A. 2.

ATS Machine Shop.

1. Bow view at Engineers Dock, Juneau.

Book 32

BCL 1330

P.C.A. 2.

ATS.

1. On Engineers Grid, Juneau,
2. Two views from above showing men loading lumber.
3. Stbd. broad after launching at Kenneydale. (Mag.cut)

BCL 1651

P.C.A. 3.

P.S.T.B barge. BCL

1. Three views on beach near Burtessons Mill, in Ketchikan after grounding on Lewis Reef.

B. C. STANDARD

Std. Oil tanker

1. VG. picts. and info. P.W.B. Nov. 1959 pp 17.

BD 482

Lg. SPOE floating
crane.

1. Good pict. of her. pp. 14; Book 41.

P.C.A. (5)

PCA 6

BEACHCOMBER

Jerry McKinley's small
landing barge.

1. Port broad at long float in small boat Hbr. 8/'48
2. Stbd. broad, speed; down Stephen's Passage. 1951

Case concluded--suit for loss of life. Book 33; page 41

1/29/1949/5 MV "Beachcomber", Capt. Geo. Grover to start
on Pelican Mail run.
8/2/1949/6 For Sale. \$22,000. 62' x 14.2' x 4.6'
42 tons.

BEACHCOMBER

Restaurant ship
at Kodiak 1964

See file card on "PRINCESS NORAH"---"NORTHERN PRINCE" ETC.

BEAR

Game Comm vessel

See card on "Swan II"

1/4/4/32

PHP 2

BEAR

Album 6.

PHP. 1.

Book 33

U.S.C.G. Cutter.

Book 29

1. Stbd. bow, at pier in Seattle, outfitting. G.
2. Stbd. broad, in Bering Sea ice. P.C. Album 1. VG
3. Port bow, lines out to Arctic ice. (Porthole)
4. Port bow in Arctic ice; "Corwin" in background.
5. Port broad, still. (Mag. cut) (Porthole)
6. Port bow in Arctic ice; "Corwin" (Porthole)
7. Port broad, slow as bark. (mag. cut)
8. Stbd. broad, in ice. (Mag cut.)
9. Good picts. A.S. Aug. '53. Pages 13, 16, 17.
10. PICT. BOOK 32; pp 58

Hit a rock in Seymour Narrows Apr. 6, 1902 and proceeded on to Seattle in a badly damaged condition.

See Story of

Red Scrap Book No. 36. Page 5--16

Story in 1947 DIARY Page Jan.11.

Built 1874 at Dundee, Scotland 703 tons; 4 guns.
8 officers, 43 men.

At the time she was with Byrd's Antarctic Expedition she was powered with a 600 h.p. Atlas Diesel.

Chas. Jacobsen a retired vet. of the U.S. Life Saving Service shipped in N.Y. as a seaman on the barkentine-rigged "Bear" of the U.S. Rev. Service in Sept. 1885. She came around Cape Horn (Stops at Rio, Valparaiso and passed thru' the Straits of Magellan) and arrived in S.F. on Feb. 22, 1886. Capt. Davis in command and with Oscar Hamlet as Executive Officer. Late in Apr. 1886 she made her first Alaskan cruise to Pt. Barrow. Her original engine was a two-cylinder compound steam engine. Until 1912 she was driven by a two-blade propellor. She could do about 9 under full steam and made 8 under sail with a spanking breeze. She usually loaded 392 tons of coal for her trips. Capt. Claude Stanley Cochran was in her 12 years in Arctic.

June 8, 1904 she was rammed and badly damaged by the heavily laden 4-masted ship "Spokane" off Pt. Reyes.

Built 1874 at Greenock, Scotland. 1200 tons disp. 198.6' x 30' x 19.8' as a whaling str. (bark) for use out of Dundee, Scotland. Presented to U.S. Navy by the British Govt. in 1884 and used in rescue work in the Sir John Franklin Polar Expedition. In 1885 she was transferred to the U.S. Rev. Cutter Service and most of her life was spent in the Arctic. Retired from service about 1930 and sold to the City of Oakland, Cal. to be used as a Marine Museum. Some time later she was refitted with a 600 h.p. diesel replacing her old steam engines and used in the Byrd Antarctic Expedition as a supply ship. ---For two years. Believed in Govt. service in 1944.

6/16/'93 she pulled the whaling bark "Hunter" off the rocks at Plover Bay on Siberian Coast.
ALASKAN (Sitka) 6/14/'90 says she was on her way to the Bering Sea from S.F. Capt. M.A. Healy and Chief Eng. C.W. Munroe. 45 men and 8 officers; 4 guns. 192' x 32' x 18' 10"

ALASKAN (Sitka) 6/13/'91 says that on June 6, '91 one of her boats capsized in Icy Bay while the crew was running supplies thru' the surf. 6 men were drowned, in the 2nd. boat to leave the ship.

ALASKAN (Sitka) 3/21/'96 Capt. Healy being tried for drunkenness and incivilities at sea, by court.

5/9/'96 she was at Sitka under Capt. Tuttle. Francis Tuttle V.G. picts. and story page 20; Sept. 1953 S.&.S.

D.A.Disp. 7/29/1907 says Lieut. Fred Dodge to succeed Capt. Tuttle on the "Bear"

D.A.Disp. 1/28/1913 says she ran aground on a mud bank at San Pedro last night and was refloated today, undamaged.

D.A.Disp. 9/25/1913 says she was to search for the missing sch. "Wasp" in Alaska. Comm. of Education, Evans is on it
Emp. 7/15/1924 C.G. "Bear" crushed in ice and damaged pretty badly.

Emp. 8/12/1925 C.G. "Bear" ashore at Cape Prince of Wales
S.S. "Oduna" and C.G. "Algonquin" proceed to her aid.
Emp. 8/13/1925 "Bear" refloated O.K. says Capt. Covell

BEAR

Old Revenue cutter

5/7/1932/7 Sold to Adm. Richard E. Byrd, for exploration work in the Antarctic. He outbid wreckers who bid rather than bid him by \$5.00 (\$1005.00 to \$1000.) but it is believed they will withdraw their bid and let Byrd have the vessel.

6/7/1932 "Bear" renamed "Bear of Oakland" by Byrd.

10/6/1933 Old C.G. "Bear" caught off Flying Pan Shoal, with head winds and unable to make headway----Picked up and towed to Southport, S.C. by the tug "Blanche".

D.A. Disp. 11/3/1899 VG. Pass. A. Wellington Curtis blames Capt. Henry Webber of "Bear" for not aiding 23 men on sinking barge at St. Michael in storm. Curtis was pass. on the str. "Lakme" which went to aid, however he blames Capt. of Lakme" for not giving food etc. to sch. "Hera" 100 mi. off Cape Flattery

XXX

Album 18.

BEAR

Old coastal pass ship.

1. Port, nearly broad aft. as she appeared shortly after going ashore two miles north of Cape Mendocino Calif. June, 14, 1916. Six persons lost.
2. Port qtr. listing outward on flat beach; intact; moderate surf beating around her. Album 19.

On June, 16, 1916 Five were known dead in the "Bear" wreck. There was 210 on board and so far 199 have been saved.

D.A.Disp. 6/15/1916 Portland & S.F.S.S.Co. str. "Bear" ran ashore in heavy fog last night near Sugar Loaf Promintory (Mendocino County) Calif. Seas calm. Battleship "Oregon" standing by to take off the passengers.

D.A.Disp. 12/2/1916 pp.8 All attempts to refloat the str. "Bear" have failed and she will be dismantled where she lays.

BEAR

Seattle Sea Scouts.

Ex motor life boat.

1. Port broad, speed. (Mag. cut)

Formerly Willapa Hbr. Coast Guard motor life boat.
Now owned by the Sea Scouts (Seattle) sponsored by the
Vets of Foreign Wars and Greenwood Post No 3386.

Skipper of the 36' ship is Wilbur Thompson of A.S.S.Co.
Mates are Frank Huxtable and Ken Grimes of the A.S.S.Co.
and the M.L.Davies Co. respectively. She is self righting
and cost only \$25.00 to fix up. Has 225 h.p. motor.

M.D. Sept. 16/'50

ALBUM 31

BEAR

Sm. tug of Shaver
Transportation Co.

1. Stbd. broad, being pulled to surface after being sunk
(Mag. cut)

BEARPORT

Steel frt. vessel.

1. No pict.

Not much know of her except that she was aground in
fog at Port Ludlow, Wn. Oct. 10, 1923. Floated off O.K.
Empire.

Emp. 10/9/1923 S.S. "Bearport" loaded with lumber for Japan
is aground at Port Ludlow.

BEATRICE BAER

Album 9.

Pacific A. F. C.
("Baer" as tender.)

1. Stbd. broad, slow near shore as cannery tug. VG
2. Old pict. advertising her for Sale. pp. 4; Book 41.

Later tug "Baer"

Built 1912 at Anacortes, Wn. 200 h.p. steam. For P.A.F.
Sold 1937 to Gilkey Bros. of Anacortes and repowered with
a 275 h.p. diesel (taken from the old tug "Sound")
Renamed "Baer" at this time.

BEAVER

No. 207043

Veteran str. in Pac.
~~Coasting~~ trade.

1. No pict.
2. VG pict. Page 70 in OREGON PICTORIAL (On shelves)

Built 1910 at Newport News, Va. 4507 gross; 2779 net;
357.5' x 47' x 26.4' 4000 h.p. steam; Crew of 80 men.

She operated between the Col. River and S.F. before and after World War I.

Made news in Nov. 1950 when she sprang a leak in heavy seas while under tow of the tug "Barbara Foss" which tug was taking her from Olympia to San Pedro, Calif. for junking. She developed a 15 degree list and had to be taken into Astoria for repairs.

She was used in the first World War as a submarine tender and in the Second War as a Navy repair ship. She has been tied up at Olympia since 1947.

M.D. Nov. 18, 1950

D.A. Disp. 11/4/1917 pp.8; Str. "Beaver" S.F. to Astoria, collided in fog on night of Nov. 3rd in S.F. Bay with the Str. "Bayard" a new ship, just recently launched at Seattle. "Beaver" had 100 pass. on board. Her steering is damaged and the "Bayard" has a smashed bow. No injuries to crew or pass. on either ship.

Rammed and sunk Chink str. "Setjak" 11/23/1910 see card on latter str.

XXX
Album 14.

Album 18

Album 20

Book 29

BEAVER

Old side-wheel

1. Port, nearly broad aft. as originally built. VG
2. Port, broad, still, in stream; passengers, frt. VG
3. Stbd. bow, stbd. list, nose on rocks. Album ~~14~~.
4. Stbd. bow, stbd. list after many years. Album 18.
5. Port nearly broad aft. same time as No. 4. " "
6. She had been wrecked in entrance to Burrard Inlet (Vancouver B.C.) July, 1888.
7. Stbd. bow, nose on rocks, good clear pict. Album 19.
8. Port broad, same as No. 2. above. (Mag. cut)
9. VG Picts. story in The BEAVER Winter 1958 pp. 10.

Built 1835 at Blackwall, Eng. for the old Hudson Bay Co. 109.12 gross tons. 101.4' x 20' x 11'. In 1874 she was converted to a tug. Lost in Burrard Inlet entrance July 1888 in command of Capt. Geo. Marchant.

SOME INFO. IN BOOK 35; page 32

More info. in Book 37; page 35

Steering wheel returned to Van. B.C.--PWB. Aug. '55; pp.21
New info. and data. See pp. 8, Book 44.

Pict. and info. (Gordon R. Newell) pp. 56; S&S Spring '56
(Above; "First Steamboat of Pac. N.W.)????

PHP (3.)

BEAVERCOVE

10,000 ton Frt. str.
Canadian Pacific S.S.C

(1.) Port broad, speed. (Porthole)

She and her sister ship the "Beaver State" will ave. 16 $\frac{1}{2}$ knots with their turbo-electric propulsion. Both were built in the United Kingdom after the war to replace the pre-war fleet of C.P.S. 'Beavers' four of which were lost by enemy action in War II.

They are of the closed shelter deck type with 3 complete decks. 497' long with 64' beam.

(C.P.S. operated the "Empress" ships in pre-war trans pacific service.)

M.D. 6/16/'52

Ships of C.P.R. ocean service renamed with "Maple" prefix instead of "Beaver" such as "Beaverdell" is now "Mapeldell" etc. See Book 37; page 70

PHP--2

BEAVER STATE

Victory Ship
States Marine Corp

1. Port broad/ (Porthole Pict)

She is one of the Victory ships purchased by the States Marine Corp. and was originally the "South African Victory" They bought her from the Maritime Comm. Recently converted by Commercial Ship Repair in their Seattle and Winslow yards at a cost of \$135,000.

M.D. Sept. 24, 1949

BEE

~~Pacific Coast Wooden Steam Schooners~~

Lyman

601 tons; built 1904 by John Lindstrom at Aberdeen, for Fred Linderman of S.F. wh incorporated her as the Bee S.S.Co. Had an ancient compound engine of 350 h.p. that had been built in 1882 for the "Crescent City" by W. Deacon of S.F. and had been salvaged from the wreck in 1903.

Carried 600-M ft. lumber

In 1906 she was sold to the Western S.S.Co. and renamed "Westerner" In 1909 while running with coffee from Central America to S.F. she started a bad leak. The green coffee swelled and burst her deck. She was eventually towed to Salina, Calif. and finally to S.F. where she was put back in service in 1919 as the "San Mateo" owned by the American Finance & Commerce Co. She drops from the registry in 1923.

BEE

Pacific Coast Wooden Steam Schooners

Lyman

662 tons, carrying 700-M ft. was built 1907 at Aberdeen by John Lindstrom for the Bee Steamship Co. managed by Fred Linderman of S.F. Had a compound engine of 450 h.p.

Linderman sold her in 1921 to the Hawaii Meat Co.

Was wrecked on the Island of Maui, between Nukele and Kanahena Point, April 8, 1924.

1. Port broad, speed, Seattle. (Mag. cut)

BEERBARRELS

Steel ST tugs 72'

See cards on ST tugs.

ST-166

ST-85

ST-86 etc.

"W.H.McFADDEN"

P.C.A. (5)

BEILBY

Wrangell Mail Boat.

(1) Stbd. broad at Petersburg City float. Aug. 1948

BELANA

Album 14.

Puget Sound Frt. Lines.

1. Port, broad, speed, Puget Sound. VG
2. V.G Fantail view-- Cover P.W.B. Nov. 1954.
3. VG Laid up in Lake Union. (PCA-10)

Good picts. and story (info.) pp.20 P.W.B. Nov. 1954.
Repowered, etc. Info. pp. 4; Book 44.

BELLBROOK

Album 18.

P.C.A. 6

Large freighter.

1.

Port nearly broad foreward in storm at sea.

VG

2.

Pict from neg. I made of same view.

Built 1918 at Portland, Ore. as a wooden shipping
Board vessel. 2922 gross; 1724 net. 276.8'x49.8' x25.6'
Listed with som Salvage Co. in Portland in 1924.

BELLA

Juneau gas-boat
1906

Made at least one trip to Skagway with mail 11/23/1906 for the "Rustler" (which vessel was to have spelled off the "Georgia" while the latter was in Seattle for an overhaul.

BELLA

Yukon River str.

1. No picts.

Built 1896 at St.Michael for the Alaska Commercial Co.
370 tons; Hull was at St.Michael in 1944

- ① Stbd. broad, outside log raft. (Magazine cut)

Built in Vancouver, B.C. 1905 by the Hastings Mill
Compound steam engines of 145 h.p. out of the former tug
of the same name were installed.

Length (b.p.) 85'

Bredth 16.7

Depth 8'

A new 400 h.p. Union Diesel was installed in early '30s
Owned by the Preston-Mann Towing Co.

Diesel: 400 h.p. $13\frac{1}{2}$ bore; $20\frac{1}{2}$ stroke; 6-cylinder;
4-cycle; turning 225 revs.

Has a four bladed wheel 84 x 45.

Name changed to "Georgia Strait" in Jan. 1949 by
owners, Straits Towing & Salvage Co. of Vancouver. B.C.

BELLINGHAM

Yukon River str.

1. No picts.

Built on Lake Bennett-----

BELLINGHAM

Album ⑤.

P. Sd. Pass. and Alaska Frt.

Book 31

- ①. Port, broad, speed, as passenger boat. VG
- ②. Port, broad, slow under Aurora Bridge as frtr. VG
3. Stbd. broad, burning in Elliot Bay. (Mag. cut)
4. Port, broad, burning in Elliot Bay. (Mag. cut)
5. Port broad, burning; fro air. V.G. See page 6 in
Jan. 1951 SHIPS & SAILING

No. 4. above is in Book #34 page 17
Story of her burning at Seafair. (Note Book 23; pp 21)

According to the Marine Digest for May, 22, '48 the "Bellingham" was the ex Black Ball Steamer "Willapa" veteran northwest freighter built at Portland, Ore. in 1891; and was the first unit of the Northland Trans. Co organized in 1923 by Wm. Semar.

The article goes on to state that the 254 ton vessel became too small and was replaced by the larger "Tillamook" known to the run as the "Norco" Built "Gen Miles." in 1882 and renamed "Willapa" in 1892.

M.D. Aug. 12, 1950 Says historic vessel 140' long was built in 1882 and her original name was the "General Miles"

M.D. Aug. 26, 1950 carried story of her burning in Elliot Bay by Marine Historical Society. etc. (See article in envelope files in Typing desk drawer)

Story of her end. Envelope No. 5.

Empire: 8/22/1919 pp.2 H.C.Strong of Ketchikan has purchased old "Bellingham" and has made her into a barge. Will be used to pack fish by-products from Ketchikan to Seattle.

BELLINGHAM BAY

B.T. & B. tug.

1. VG Picts. and story of her conversion from the "Salmon Scout". (PWB Feb. 1957 pp 10)
2. VG pict. (N.B. 21; pp 58.) Info. pp 61.)

BELVEDERE

Whaling bark

1. No pict.

Empire: 9/27/1919 pp.8. Am. Sch. "Belvedere" reported wrecked in ice at Cape Serge on Siberian coast, Sept. 16. C.G.C. "Bear" to rescue.

See reverse side of card on "Little Ohio"

Empire: 10/13/1919 pp.5; More on loss of "Belvedere"
Crew safe at Nome---they rowed to the Domes from East Cape, Siberia and chartered the trading boat "Ram" to take them to Nome. They report that the Am. trading sch. "Belinda" has been pulled out at East Cape and is O.K. for the winter.

Empire: 10/9/1919 pp.5; She wrecked on East Cape, Siberia
Built a sailing ship at Bath, Me. 1880. Later she had an auxiliary gas eng. installed. 140' long 519 gross; and 400 net.

No. 3429

BENDER BROS.

Album 22.

Two mast. sch.

1. Port broad in Ketchikan harbor.

Emp. 6/28/1922/6 Sch. "Bender Bros" reported wrecked in
ice near mouth of the Tiger River in the Sea of Okhotsk.
On June 2nd, 1922. Built in S.F. in 1889

Emp. 8/1/1922/6 Capt. Edw. O. Haugen and crew of the wreck-
ed "Bender Bros" (Lost 6/2/1922) off Kamchatka in ice.
are now safe at Van. B.C.

Emp. 1/31/1923/6 Lost in ice in Siberia last spring says
A. Wittenberg, one of her owners.

Built 1889 at S.F. Calif. 84 gross; 80 net; crew of 4
77.5' x 24.8' x 6.8'

D.A.Disp. 11/19/1910 says 'Sch. "Bender Bros" arrived at
Seattle from Nome. Was long overdue and reported a nasty
passage down.

D.A.Disp. 3/22/1912 "B.B." the aux. schooner of the U.S.
Trading Co. under Capt. Knafllich, was to be placed on the
first regular run from Seattle to Cook's Inlet. She was
built in S.F. in 1889 and grosses 150 tons.

D.A.Disp. 12/3/1913---she was on fire at Seattle this morn-
ing, at the dock. Cut loose and drifted to the beach.
Completely gutted.

D.A.Disp. 8/11/1916 Old power sch. "B.B." known as the
'gold ship of the Kuskokwim', was chartered by her owners
Knafllich and Shields to the Bering Sea Pkg. Co. of Everett
and will be tender for their Herendeen Bay Cannery.
Commanded by Capt. Harry Ashbury.

Empire: 3/10/1919 pp. 2 Power sch. "Bender Bros" loaded
with relief supplies for the ice-bound whalers at Paul-
ine Bay, Herschell Island, will soon leave Van. B.C.
Chartered by the Hudson's Bay Co. from Kuskokwim Trading
& Fishing Co.

Lg. U.S. Navy Hospital
Ship.

1. Pict of sunken side only taken after being rammed
and sunk by Mary Luckenbach" Aug. 27, 1950
2. Pict. and info. of sinking. Book 40; pp. 42-43
3. VG. story of rescue of survivors Lg. Envelope No. 30.
The above is now in (Note Book 23; pp 29)

NOTICE: Story in Env. No. 30 is now pasted in NOTE BOOK 24

M.D. Sept. 2, '50 says 14 million dollar damage suit filed against Luckenbach Co. Adds that 492 people were rescued, 18 known dead and 13 missing. Libel action by Gov't. lists following counts:

Excessive speed in fog.

Failure to sound any or proper whistle warnings.

Failure to have lookout on watch.

Failure of ship to change her course

Failure to use radar or other instruments.

Failure to remain on her own stbe. side of channel

Failure to stop her engines or reverse in time to avoid crash.

U.S.A Corps. of Eng. has orders to remove the sunken "Benivolence" from the Golden Gate shipping channel. She was rammed and sunk during a heavy fog by the Frt. "Mary Luckenbach. 23 lives were lost. Sunk Aug. 25, '50. Will be floated and towed to a safer resting place in deep water. M.D. Feb. 10, 1951

Album 9.

BEN HUR

Waterman T.B.Co.
(Small diesel tug.)

1. Port bow, speed, racing "Nimrod"

G

BENJAMIN F PACKARD

PHP. 1.

3-masted sailing
ship.

Bark

1. Stbd. broad still at sea, sails set. (Porthole)

Was anchored at Rye, N.Y. fitted as imitation slave and Hell ship and had been taken to sea and deliberately sunk.

M.D. 9/27/'47

Built 1883 at Bath, Maine by Goss, Sawyer & Packard. Her best performance was a passage of 83 days from the North Atlantic to S.F. via Cape Horn. Capt. Harry Bune was in her for 14 years and she was operated in the Seattle-Alaska cannery trade. Capt Bune was still living at this time.

M.D. 10/21/50

Capt. P.A. McDonald in M.D. 11/4/50 says she was a fine ship but not too fast---best passage east to west via the 'Horn' was 130 days. Her one good passage was from S.F. to N.Y. in 94 days in Apr. 15 to July 18, 1894.

More info. Book 36 Pages 5--6--75

She and "Star of Alaska" were blown ashore the night the "Jabez Howes" was beached---Apr. 6, 1911 See card on the "Jabez H Howes"

BENJAMIN GUIMARES

Album 4.

Later "Donna Lane"
Large Wood St. Sch.

1. Stbd. broad, at Seattle 1941, Flag on hull. VG.

BENJAMIN SEWALL

Old 3-masted ship.

1. Two good picts.---One blown ashore in Hongkong Hbr.
pp. 114 AMERICAN MERCURY VOL. I: No. 2.

BENNINGTON

U.S.S. naval vessel.

D.A.Disp. 7/21/1905 The boilers exploded on the U.S.S "Bennington" today in San Diego, killing 60 men! There were 288 on board at the time. The hull was towed to shore and beached to prevent sinking.

Book 39; pp. 9. U.S.S air-craft carrier "Bennington" suffered an explosion today; 95 killed----etc.....

BENNINGTON

Steel Steam Schooners of the Pacific Coast

Lyman

2382 tons, built 1908 at Ecorse, Mich. by the Great Lakes Engineering Works, for the Rutland Transit Co. of Detroit. She was a typical Lake bulk-cargo design with engine aft, carrying 3682 deadweight tons or 1750-M ft. of lumber

Powered by her builders with a 1350 h.p. quadruple-expansion engine.

Brought to the West Coast during World War I by the Alaska S.S.Co. who renamed her VALDEZ.

In 1923 she was sold back to Rutland Transit Co. who renamed her BROCKTON.

She was owned by the Garland S.S.Co. of Wilmington, Delaware in 1940.

For more info. see card on A.S.S.Co.

Renamed "Juneau" by A.S.S.Co. D.A.Disp. 10/31/1915
NOTICE: ABOVE IS IN ERROR, SHE WAS RENAMED "VALDEZ"

BEREKELY

P.C. Wooden Steam Schooners

Lyman

571 tons; built by John Lindstrom at Aberdeen in
either 1906 or 1907.

Was wrecked 7 miles East of Point Conception, Nov.
14, 1907.

BERENGARIA

ex "Imperator"

1. Good picts. as the "Imperator"

See card on "Imperator"

BERGEN

Sm. steam mail-boat
Seward 1919

Empire 6/6/1919 Str. Bergen" will leave Seattle this Sun.
for Seward, where she will be placed on the Westward
Alaska run...

"Bergen" ex "Sue H. Elmore" No. 116997 Built 1900 at
Portland, Ore. 247 gross; 132 net; 90.7' x 23.8' x 8'
And carries a crew of 11 men.

BERGENSFJORD

New Nor. M.S. '55

1. Pict. and info.

(pp--33) Album 43.

Album 4.

Bering

PHP 2

P.C.A. 6.

A. S. S. Co.
Wood St. Sch.

1. Stbd. broad at Seattle Pier. VG
2. Stbd. broad, under way, -Seattle Hbr. as U.S.A.T. VG
3. Stbd. broad, passing under bridge in Canal as the
"Annette Rolph" (Porthole)
4. Two views of her as a breakwater; Aug. '49

More info. in Book 37; page 44

Good info. in July 1951 SHIPS & SAILING Page 64

Sold for \$1.00

See Red Scrap Book No. 36 Page 5. - 6

2361 tons; launched July 4, 1918 as the "Annette Rolph". After some years of intermittent operation by the Rolph Nav. & Coal Co. she was sold to Lomen Bros of Nome, who installed refrigeration and used her to carry frozen reindeer meat from Alaska to Seattle under the name of the "Arthur J. Baldwin".

She next became the "Bering" of the A.S.S.Co.

In Aug. 1944, while under requisition by the War Shipping Admin., she ran ashore in Alaskan waters. She was refloated and towed to Seattle by Capt. Bayers on the "John Cudahy" where she was condemned and her hull sold to the Tregoning Boat Co. for a breakwater. The A.S.S.Co. settled with W.S.A. for \$100,000.

245.3' x 45.5' x 28.3' and had a single triple-expansion engine of 600 h.p.

Later. See article in S.B. Sold to Tregoning for \$1.00 for breakwater, abandoned last trip to Alaska in 1942 under Capt. Miller. she passed to Lomen Bros of Nome. Article says she made Willamette River as unit of Rolph Nav. & Coal Co. In 1930 1925 Port Hole pict shows her entering Portland on the Humboldt Bay. Sister to "Georgina Rolph" and "Joan of Arc" Ferris hull, built at Bendixsen Yard on North shore of

(2)

BERING

A.S.S.Co. wooden SS

12/1/1941/3 "Bering" lost her rudder in a gale 50 miles off Cape Spencer. SS "Columbia" and "Delwood" are standing by until the C.G. cutter from Sitka arrived on the scene. She is reported to be under tow for Ketchikan and is now in inside waters.

12/2/1941/2 "Bering" is escorted to Juneau by the C.G. "Bonham" Capt. John A. Tollbom of the "Bering" says he had a nasty blow but did not worry as he ran ahead of the storm.

Album 4.

BERING

Alaska Pkrs. Assn.
Steel steam Sch.

1.

Stbd. loading lumber at dock, scow a/s.

F.

Info. Book 36 Page 28

Book 32

BERING STRAITS

Tug of Straits Towing
Co. of Van. B.C.

1. Port broad, speed, (Mag. out)

Built 1949 at Vancouver, B.C. she is all steel welded and power-packed being powered with a 650 h.p. Cooper-Bessemer Diesel turning over 950 r.p.m.

55' x 16' x 9' and built with three-eighths inch steel plate. Her bow is re-inforced with 7/16" plating. Teak trimmed house. 6 bunks in forepeak; 1200 gals. water and 2000 gals. fuel. M.D. 10/1/'49

Designed by W.D. McLaren & Son of Vancouver, B.C. Unusual feature was that the steel welded hull was fabricated upside down to save man hours of welding. It was lifted by an 86 ton crane and turned over for completion at the dock. (P.M.B. 11/ '49)

BERLIN

Old cannery tender.
Alaska 1917

See card on LINCOLN Gas. No. 209901

BERLIN

Lg. cannery ship

Emp. 5/20/1922 Alaska -Portland Pkrs. Assn. bark "Berlin"
is aground on (Ugagak) (Egigik ??? flats.

Emp. 5/23/1922/6 "Berlin" a total wreck~~000~~ 200 cannery
hands safe on shore.

Album 28

BERLIN

Lg. German liner

1. Colored post card.

Built 1925 at Newcastle (U.K) as the "GRIPSHOLM" for
Swedish American Line (See U.K.Report 1/7/1967) filed un-
der ATLANTIC LINERS in Lg. G.S.File.

XXX
Album 2.
Album 18.

Album 20

BERTHA

Gold Rush
Wood Frt. Pass.

1. Stbd. under way close to docks no bow-sprit. G.
2. Port, still, in stream, smoke, loaded, with sprit. G.
3. Port bow, speed, close, passengers, bow sprit. VG
4. Stbd. broad, stbd. list, smouldering from fire;
half submerged, near barren rocks: Album 18.
5. Port broad as she appeared in July 1916 after wreck.
She had been wrecked and burned at Uyak, Alaska on
June, 18, 1915. Album 18.

NOME NEWS 1/15/1904 says she was lost with all hands in
a storm near Valdez in Dec. 1903. (Erroneous report)
Oct. 26, 1907---Capt. Olson, arr. Skag. rough trip from
Valdez--Unloaded 80 tons at Katalla--worst harbor on
Coast.
ALASKAN (Sitka) 7/6/189 She arr. S.F. with 3665 cases of
canned salmon from the Karluk Pkg. Co. of Kodiak. On board
as pass. were Capt. Cushman, the mate and cook of the
wrecked bark "Lizzy Williams"

Built 1899 at Alameda, Calif. for the Alaska Canning Co. Later passed to the Alaska Coast S.S.Co. and ended her career in the Alaska trade. Lost when she burned at Uyak June, 18, 1915 185.5' x 32.5' x 22.1' 926 g. 752 N.

Reported lost with all hands Dec 22, 1903. According to story in Alaska Mining Record that date. Proved to be a rumor.

Commanded by a Capt. Johanason in Sept. 1900

July, 29, 1912: She is to be taken off the run as unprofitable as Steamboat Inspectors will not let her carry a deckload. Will be replaced by the "Yukon"

She hit on a rocky point in Fitzhugh Sound, B.C. at 00:20 Feb. 16, 1902 and had to be beached near by. At that time it was feared she would become a total loss. There was no one injured or lost. Capt. Johnson was in command but he and Pilot Smith were below----Second officer A. Anderson was on watch.

Was in Nome Oct. 14, 1899

ALASKAN (Sitka) 11/23/'89 arr. S.F. with pack of Karluk Pks Co. and Supt. Matthews.
9/19/1901 Left Seattle for North. Capt. Johansen.

ALASKAN (Sitka) 6/19/'97 Arr. Sitka and was to tow the yacht "Aggie" (Prince Luigi and party who were climbing Mt. St. Elias) to Yakutat.

D.A.Disp. 4/21/1909 says she was in Juneau and had on board material for the construction of the new lighthouse to be built on Pt. Hinchinbrook.

D.A.Disp. 2/3/1911 says the 'old Str. "Bertha" may be placed back on Alaska run by the Alaska Coast S.Co. for the the spring rush.

D.A.Disp. 8/1/1912 says Old str. "Bertha" retires from the Alaska run. S.B.Inspectors place ban on deck-loads, so Company forced to withdraw her as unprofitable venture.

D.A.Disp. 6.21,1913 The "Bertha" was to replace the Str. "Yukon" wrecked on Cape Lazaroff. recently.

D.A.Disp. 7/22/1915 pp,8; Reported a total loss of the N.W. Coast of Kodiak Id. Capt. Chas. Glasscock and crew all safe. She took fire yesterday and had to be beached. Cargo of lumber and cannery supplies lost. Owners are the Pacific-Alaska Nav. Co.

D.A.Disp. 8/3/1915 The "Bertha" caught on fire when she bounced off an uncharted sand spit in Uyak Bay on July 18th and water got to her lime cargo when she sprung a leak in the foreward hold. She was pulled off the spit by cannery tenders and beached near Uyak cannery. The lime cargo got hott and at 19:00 on the 19th flames burst forth. She burned almost completely.

D.A.Disp. 3/19/1902 Story of Kawhume Bay where the "Bertha" recently went ashore----known as "Dead Harbor", etc. V.G.

VG PICT. OF HER AT DLD P.C.CO. DOCK IN JUNEAU -----
Book 48; pp. 47)

BERTHA ANN

Small Frt.-Research
Charter, Etc.

1. Picts. in Lg. G.S.File under RESEARCH VESSELS.

M.D. 3/21/1964 Under charter to the U.S.B. of Comm. Fisheries, left Seattle's Pier 90 early this week with 306 tons of food, coal and reefer cargo for the residents of the Pribilof Islands.

The 178' vessel will return in about a month with the Canadian and Japanese shares of last year's fur seal harvest. Fred Langbehn is making his first voyage as master.

(She was chartered to replace the 215' FSR-791 which was unable to cope with the Alaska weather and seas. She, in turn was replacing the ageing PENGUIN II (148' FS) which was broke down.)

BERVIN

Ex "COQUITLAM"

Old B.C. steel hulled
steamer

Have picts as "Coquitlam" See card on her.

BERWICK

Old Motor schooner
Wedderburn, Ore.

An abbreviated account of wreck as related by Thomas P. Huden, of Des Moines, Wash. who perhaps holds the oldest marine engineer's license in the country. Issued in 1906, it is on its 12th issue. He was in the engine room of the "BERWICK" on her final voyage in 1908 when she came to grief crossing the Siuslaw River Bar in Oregon."

Late in Feb. 1908, the motor sch. "BERWICK" of Wedderburn, Ore., sailed down the coast from Astoria bound for Florence where she was to pick up a cargo of canned salmon. Off the Yaquina bar the vessel ran into a heavy fog and heaved to. Later, they were hailed by the steamer "ALLIANCE" who asked if help was needed. The reply was no. Then it was found that the "BERWICK" had developed steering failure but it was too late to hail the "ALLIANCE". The captain in turn secured the rudder amidships using preventer chains. She squared off before the wind and headed for Coos Bay to make repairs, engines and sails being used for steering. She made North Bend where she was hauled out and repaired.

While in port, Huden introduced his skipper to a master of a Siuslaw bar tug, who had a fine piloting reputation. This man imparted much of his knowledge and told the BER* WICKS master not to enter unless his tug was just inside the bar "to whistle you in."

The BERWICK departed Coos Bay Feb. 12, and headed for the Siuslaw. During the voyage, Huden asked if he had any qualms about crossing the bar on Fri. 13th. The captain said, no, that he got his firrst license on a Fri. 13th, his first billet the same day and was the only skipper in the country to have his license raised or renewed three times on Fri. 13th...

The BERWICK arrived off the Siuslaw entrance early in the morning. The water conditions were not right for crossing in and there was no tug in sight, but the skipper gave orders to start the engines for the crossingg.

Being somewhat familiar with this bar, Huden realized that the vessel was south of where she should be and that the instructions were not being followed. The captain, anxious to show the "shallow water" skippers that he could negotiate the bar on his own was over confident, Huden recalled.

The BERWICK plowed into the beach and was thrown broadside by the breakers. The river was still a half mile

away. Each swell lifted the wooden hull and moved her in the right direction when the port engine quit. Huden started it three times, but finally it died and in spite of all efforts it could not be started.

An hour later the ship drifted towards deeper water. Huden had the starboard engine slowly turning over. Finally the vessel drifted into the river channel, headed towards the north channel and then hit the middle channels shoals, bumped across and struck the north shore. This on Fri. 13.

Twice the opportunity was missed in letting the tide help the vessel, but the capt. and mate were unwilling to take the chance, recalled Huden. Up on the beach the ship struck again. When the tide receded, she was almost high and dry.

When Huden turned in for the night, the crew about 8 in number, played cards and drank beer all the while.

The schooner was still well above the tideline next morning so they lowered a plank and walked ashore without hardly getting their feet wet. They hiked to Florence and later returned to the grounded ship with a team of horses and a box bed wagon. Anchors were fletted out and

strains were kept up for eight days. They turned the ship around and budged her, but finally she bilged and the water came up in the engine room. The BE WICK WAS doomed!

She was a San Francisco Bay type scow schooner stiffened up for ocean and bar work. She was built in the 1880's for R.D.Hume and her field of operation was from Nome, to California, up rivers, down rivers and in and out of dog-holes. She was 88' long with a 28' beam and a seven foot depth of hold. She was later fitted as a twin screw gas-boat with two 50 h.p. Standard gas engines and also became one of the first cold storage gas boats.

From M.D. Nov. 16, 1963

P.C.A. 5

BERYL E

Cannery tender.

1. Port bow at floating trap.

Powered with a 165 h.p. Atlas-Imperial diesel.


BEULAH

Album 18.

Lg. steel str.

1. Port qtr. Flat on side, nearly awash.

XXX

Album  20

BIANCA

Four-masted sailing.

1. Stbd. bow, nearly dry with stbd. list on level beach; waves pounding stbd. side.
2. Pict. in Alaskan waters. See PACIFIC FISHERMAN, in Museum. Jan. 1925 Page 14.

Mentioned in
Red Scrap Book No. 1. Page 5.

Info Book 36 Page 5

Emp. 12/24/1924 Ten crewmen rescued from the wrecked sch.
"Bianca" on rocks in Clallam Bay.

BIDDLE

U.S.E.D. Hopper
Dredge. Col. Riv.

1. Pict and info.

Book 40; pp. 52

BIDDLE

Lg. dredge 1954

1. (Info. only)

Album 43. pp. 9.

BIEBERSTEIN

New German M.S.

1. Pict. and info. 1954.

(pp. 32)

Album 43.

PHP ③

BINTANG

Dutch Motorship
Java Pacific Line

- ①. Stbd. near broad, from the air. (Porthole)
2. Pict. and info. (Book 43; pp.. 16)

Info. Book 37; page 67

BIRKENHEAD

Eng. Troopship
1852.

VG. story of her sinking and the lessons it taught.
(Note Book 23; pp 31)

BIRKENSTEIN

New German M. S.
1956.

1. V.G. Porthole Pict.

(Porthole No. 4)

Unit of the North German Lloyd Line arrived at Seattle from Northern European ports. on her maiden voyage to the Pac. N.W. in the last week in Jan. 1956.

8000 ton vessel is powered with Vulcan MAN 8-cyl. single stroke diesels.

Built in Bremen in 1955. Capt. H.Schulte and Chief Eng. W. Ahlers and Assist. O. Visschoff. Gross 5571 42 men. 498.8' x 60.4' x 27.8' Both riveted and welded steel. Balfour Guthrie & Co. are general Pac. Coast agents.

BIRNIE

Col. River tug.

See card on "Geo. Birnie"

1. Towing 492' Navy D.D. on Col. River. (Book 33; p. 30)

Some info. in Book 33; page 30.

BISMARCK

Later "Majestic"

Good picts. and info. as the "Majestic"

See file card on "Majestic"

BLACK DIAMOND

Pacific Sealing Ships

Canadian schooner

81 tons; 81.8' x 17' x 7.3' Year built unknown but it was before 1870. Off. No. 61304. Reported by Lewis & Dryden to have been sealing as early as 1881. Owned by Guttman & Frank of Victoria for a number of years and commanded by Capt. John Morris. In 1889, Capt. Owen Thomas was master, with a crew of 5 whites and 20 indians. She was seized in Bering Sea by the "Rush" on July 11, and a rifle, 20 sealing spears and 76 skins were taken. A special officer was placed on her and she was ordered to Sitka but went to Victoria despite his protests.

The following year, she was sold to John L. Penny of Victoria and her name changed to "Katharine" In command of Capt. Wm. Otis Hughes that season she took 1607 skins, valued at \$18,370. Late in Dec. at Clayoquot Sound she picked up the crew of the American bark "Atalanta" which had foundered at sea off Cape Flattery. Capt. W.D. McDougal was her skipper in 1893 and in 1894, she was owned by A. Gould and C. Warren of Victoria, with Gould as master. Reported to have foundered at sea in 1896.

BLACK DOUGLAS

P.C.A. ③

Fish & Wildlife.

- ① Two views stbd. broad at J. Cold Storage dock.
- ② One pict bow on at J. Cold Storage dock.
- ③ Pict. and info. P.W.B. Jan. 1956 pp. 24

She is 150' long and carries a crew of 12 under Capt. Clyde I. Dell. Commissioned in 1930 and altered in 1941 to carry out further seal research,---but taken over by the Navy for a Coastal patrol vessel during the War II and returned to the Fish and Wildlife Service.

Was in Ketchikan, Alaska bound north on Nov. 6, '48 as far as the Pribiloffs. M.D. 11/20/'48

5/19/1947/3 FWS "Black Douglas" arrived in Juneau today, bound for the Pribilofs. Capt. Clyde Dell. She had been purchased by FWS in 1941 but shortly after was taken over by the U.S. Navy.

BLACK GULL

Norwegian Frt.

1. Burning at sea. 7/19/'52 Book No. 34 Page 27

BLACK PRINCE

Album 14.

Old stern-wheeler.

1. Port, broad, in slew with logs a/s; calm.

VG

Razed, etc. BOOK 44; pp 37

BLAKELY

Old brigantine

Alaska 1896

1. See pict. as 4-masted sch.

(Lg. G.S. File under LIGHTHOUSES----on back of pict.
of Cape Arago Light Station)

ALASKAN (Sitka) 5/2/'96 paper says she left S.F. for
Cook's Inlet.

ALASKAN (Sitka) 7/18/'96 says she was at Kodiak (brig)

May have been schooner rigged later---at any rate the old
D.A. Disp. for 10/17/1908 says she was rammed by the S.S.
"Cottage City" see card on latter.

Built by Hall Bros., in 1902 at Port Blakely for the Port
Blakely Mill Co. Foundered at Cay Verde, Cuba on
Sept. 1, 1923 under ownership of L.A. Scott of Mobile.

NOTICE: Obviously there were two different "Blakeley's"

BLANCHE

Album (23)

Sm. old sail sch.

1. In cradle on beach at Port Blakely, others there too.

XXX

Album 19.

BLANCHE

Small old Sd. Frt. Pass.

1.

Port bow, close-up, Stbd. list high side above water
old three-masted schooner in background.

Book 29

BLUEFIN

Bureau of Fisheries

1. Stbd. broad, speed; people; (Magazine cut)

BLUENOSE

Gloucester sailing ship

1. Stbd. broad racing the "Gertrude L. Thebaud"
Page 22 in Oct. S&S)

Picts and story Oct. '52 S&S page 22 on.
More info. page 62; July 1952; S.&.S..

Book 33

BLUE PETER

Yacht.

1. Stbd broad, speed, flags (Mag. cut)

M.D. 11/9/1963--Renamed "TANGAROA" Owned in Everett Wash. and starting on a voyage---possibly around the world. See Lg. G.S.File under YACHTS.

BLUE STAR

Album #3.

Album 23.

Small Sd. Ferry.

1. Stbd, broad, still, full deck, wheelhouse on top. G.
2. As a tug at old Olympia, Wn. wharf with other old craft.

BLUE STAR

Burrow's catamaran

1. Picts. and info. pp. 39 in Juneau book No. 9.
2. More on page 40 in same book.

Fined by C.G. etc. See Lg. G.S. File under JUNEAU (Boats)
3. On N.C.Co. ways, grid, etc. (PCA-10)

BOB

Sm. old schooner.
Juneau 1897

1. No picts.

A.M.Rec. 9/15/97 says she returned from the Copper River
area today

BOBBY

BSP-----

1. On N.C.Co. ways.

(PCA-10)

BODENSTEIN

M.D. 3/16/1957-- North German Lloyd Line was founded 100 years ago on Feb. 20th. Event marked by arriveal in Pac. N.W. of new MV. "Bodenstein" on her maide voyage to this section. Arr. Seattle Feb. 23, 1957. Gala Welcome... The fleet now numbers 35 vessels, totaling 217,388 gross tons.

Recently completed in Bremer Vulkan Shpyard. 17½ knots; 8180 deadweight tons. Capt. J. BreckwoIdt, formerly of the lines "Tannstein" is master on her.

The company lost virtually all of its entire fleet in Wars I and II.

By 1914 N. German Lloyd had built up a fleet of 983,000 gross tons. Then came War I and virtual destruction of all its vessels. From 1920 until 1939, the fleet was rebuilt to 86 vessels, totaling 614,000 gross tons and included such famous vessels as the "Bremen" and "Europa"

War II reduced the fleet to a single vessel--the little MV "Bogota" of 1200 tons. After this war, construction was restricted until 1951, at which time the company again began rebuilding its fleet.

The ships are easily identified by their unmarked yellow stacks, their "Stein" names and the famous key and anchor flag, which design is repeated on the bow of each vessel.

BOHEMIAN

No. 2986
Sailing Ship

1. No picts.

Built 1875 at Bath, Me. 1632 gross; 1528 net;
221.7' \times 40.2' \times 25.5'

Correct name is "BOHEMIA"

BONANZA

New Swedish M.S.

1. Excellent cover pict. on P.Work Boat Aug. 1954.
(Fouled up with the Van. Narrows Bridge.)

BONANZA

Pacific Sealing Ships

American schooner.

160.42 gross; 152.40 net; 102'x27.2'x8.7' O.N. 2967
Built in S.F. in 1875 as a yacht for Jerry Nichols for W.
C. Ralston, the financier.

Cod fishing out of S.F. in 1883. Her first year in
sealing fleet seems to have been in 1894, when she was
commanded by Capt. Alex McLean and took 2189 skins on the
Japan Coast, the largest catch made by a S.F. sch. that
season. In 1895 she was under Capt. Geo. Webster, hunting
on the Japan Coast and in Bering Sea and taking 1216 skins
In 1896 she was owned by the Pacific Trading Co. of S.F.
and was withdrawn from sealing as no longer profitable.
She later traded to the Arctic, and was crushed in ice near
Herschel Island Aug. 23, 1905.

Jan. 3, 1906 papers say Capt. Mogg accused by entire crew
of deliberately wrecking the schooner (whaling) then
taking her stores and trading them to the Eskimos for furs
to be sold for his own use. He was also accused of giving
stores to Native women he kept on board.

P.C.A. 6

BONANZA KING

Yukon River Str.

1. No picts.
2. Good std. bow of abandoned hull at Whitehorse 1952

Built 1898 at Dutch Harbor as the "Gov. Pingree" 450 gross; 251 net; Sister to the "Eldorado" She saved the passengers off the "Gold Star" when the latter wrecked in the famous Five Finger Rapids Oct. 12, 1899

5/30/1907 she was on the rocks at Rink Rapids having run on on the 29th. She was towing a barge and both were loaded with coal. The "LaFrance" stood by and on the 12th of June she was back in operation.

D.A.Disp. 9/8/1900 "Bonanza King" hit a rock Aug. 25 in the 50-mile River and is sunk. She may be raised but her cargo is a total loss. Her 45 pass. all O.K.

BON HOMME

Album 11.

ATS Q-103

1. Stbd. broad, speed. as ATS Q-Boat.

BONITA

No. 3162
Old steamship

1. No pict.

D.A.Disp. 7/8/1903/pp.3 "Bonita" was to be taken off the
Juneau-Baranof Id. ports run on Aug. 1st.

D.A.Disp. 7/15/1902 Str. "Bonita", Capt. Crocker, left
Juneau today on her first trip on the Juneau-Sitka
mail run. She carries 500 tons frt. and can accomodate
60 pass.

Hit Ripple Rock in 1902

There was two vessels of that name in exhistance on Sd. waters at the time of this mishap. This could have been either.

1. No. 3162 Built 1881 at S.F. Calif. 521 gross; 388 net; 172' x 27.2' x 16.2' 30 crew 300 i.h.p.
2. No. 3846 Built 1900 at Eagle Hbr. Wn. 32 gross; 20 net 58.6' x 15' x 7.5' (Scratch NO. 2 above)

She was on the Juneau-Sitka run for a while in 1903 and was the vessel that went to Ketchikan and brought the 350 ton cargo from the disabled "Alki" to Juneau.

On July 1, 1902 while owned by the Pacific Coast S.S. Co. she hit Ripple Rock in Seymour Narrows and sustained considerable damage to her bottom. Went back to Seattle and was repaired on dry-dock.

D.A. Disp. 8/10/1907 says the P.C.S.S.Co. str. of this name was ashore on Ventura Beach, Calif. and may become a total loss.

BONNEVILLE

Norwegian M.S. of the
Klaveness Line

1. VG porthole pict.

(PHP--4)

M.D. 9/22/1956-- Stuck in Col. river mud on Sept. 29, for 24 hours until freed by tugs early Wed. morning. The 9000 ton Klaveness Line frt. grounded Tues. 19th near edge of channel, near Warrior Rock (near St. Helens, Ore.)

Capt. Gunnar Buvollen and pilot on board. She was down over 26' in draft. Undamaged, but provides another reason for U.S.E.D. dredging the shallow areas in the river...

Book 31

BONNIE

Boston, Mass. trawler

1. Port near broad aft; slow. (Mag cut)

Built by the John H. Mathis Co. Camden, N.J. for the newly organized Genoa Fisheries of Boston, Mass. in 1947. (Motorship June, 1949) Designed by firm of John G. Alden--Naval architects. All steel welded.

110' x 32' x 13.2' Gross 264; Net 107.9 tons. Packs an ~~iced~~ down payload of about 270,000 # of fish. 10,000 gal fuel capacity. 1000 gals. lube. Powered with a Model 37E, 14" x 17" bore and stroke, 575 h.p. Fairbanks Morse diesel. Has Columbia wheel 76" x 58"

120 h.p. G.M. aux for deck power.

Genoa Fisheries is a subsidiary of Atlantic Coast Fisheries. She is owned by Hy Trilling of Boston. On her first trip she brought in haddock, cod, and redfish.

BONSECOURS

Album 9.

(Steam tug.)

1. Stbd. broad, slow, Harbor. Varnished house. VG

BOOBALLA

O.N. 219685

Wooden Ship of War I

1. No pict.

Owned and operated by the Adm. Line (Pacific S.S.Co.)
Had two 500 h.p. diesels and was a wooden hull. Caught
fire on or about Apr. 19, 1929 enroute from Port Angeles
to Blaine, about 12 miles from Victoria, B.C. and was towed
to Victoria by the U.S.C.G. "Haida"

3099 gross; 2457 net; 268.4' x 48.3' x 24.7' Built
1919 at Seattle, Wn. 1000 h.p.

BORDER KING

Album 4.

Book 29

Borderline Trans. Co.

Wooden Steam Sch.

1. Stbd. broad, speed, Port of Seattle. VG
2. Port broad, at Pier, Seattle. (Magazine cut)

Mentioned in Red Scrap Book No. 36. Page 6.

Sold by Borderline Trans. Co. to ~~Greek~~ owners in Argentina, and was plying the banana trade from Central America to New Orleans.

Her name had been changed to "Mario" and she was lost in a storm when blown ashore on Cuba in Dec. 1944. Flying the Panamanian flag.

Believe she was originally the st. sch. "San Jancinto"

BORDER PRINCE

Album 4.

Borderline Trans.Co
Wooden Steam Sch.

1. Stbd. broad, slow, Alki Pt.

VG

BORDER QUEEN

Alaska str. 1925--

1.

She was on the S.E. Alaska run for several years in the early or middle 1920's etc. See Card ~~7/1/6~~ files on "Alaska Steamers--1925-1926 etc.)

Emp. 8/17/1926/6 "Border Queen", Capt. Chas. R.L. Macgregor, owned by Dodwell & Co. and chartered to the Blue Funnel S.S.Co. for Alaska Service, arr. Juneau. (I believe she was a unit of the old Borderline Trans. Co. while in S.E. service---most of the time.)

BOREALIS

Pacific Sealing Ships

Canadian Schooner

37 tons: 71.5'x21.4'x7.8' O. N. 97159. Launched at Victoria Mar. 19, 1891. First owned by Tom Hendry of Vic. and skippered by Capt. Geo. Meyer. She carried an Indian crew and took 473 skins in the lower coast, returning to Victoria Aug. 31. She was then chartered by Capt. Hansen who had lost his schooner "Adele" on the Queen Charlotte Ids. in April. Hansen took her across to the Kurile Ids. where he took 399 skins. A raid on Cooper Island was tried but weather would not permit landing. They then went to St. George Id. but could not land. Finally, on Nov. 27, they landed on St. Paul Id, killed 400 seals and took them on board without skinning them. They were out of sight of the island by daylight. Hansen was later arrested and held in jail at Sitka for a time but finally released. He boasted that he had raided the Pribilof rookeries five years in succession.

She continued sealing with good catches under Capt. Meyer through 1895 season, but there is no report of her thereafter.

BOSCOWITZ

Old Canadian steamer

"Barbara Boscowitz"

1. No picts.

COUNCIL CITY NEWS Oct. 7, 1904 says she was a complete loss on the rocks near Alert Bay, B.C. All crew and 82 pass. saved. 3 children lost.

DAILY ALASKAN (Skagway) Mar. 17, 1901 says she hit an uncharted rock in Porlier Pass at 14:00 Mar. 17, 1901 Hit in place marked 16 fathoms----so hard that she heeled over and dumped deckload of chickens in crates over the side. There was 100 Chinks on board heading for Alaskan canneries---these were all put ashore O.K. The steamer did not hang up but was leaking so badly that she had to put back to Victoria for repairs.

Her right name is "Barbara Boscowitz"

Sept. 16, 1898 she ran on the rocks near Old Metlakatla and lay there for nearly 3 months. After that she was sold as is where is for \$550. raised, refloated and taken to Victoria, B.C. for repairs. Bought by T.P. West. ALASKAN (Sitka) 4/10/197 says she arr. at Nanaimo, with 18 pass and crew from wrecked str. "Willapa" She had taken all to Bella Bella first but could only take 18 on.

BOSTON

Old U.S. cruiser
1906

She ran on rocks in Puget Sound early in Sept. 1906 and was badly holed in 6 places. Tugs eventually freed her and on Sept. 5, she was towed to Bremerton for repairs. Steam pumps kept her afloat.

BOUND BROOK

~~Pacific Coast Steel Steam Schooners~~

~~Lyman.~~

3283 tons; built 1919 at Newark, N.J. yard of Electric Boat Co. for the Shipping Board. 5350 deadweight tons 324' x 46.2' x 25' ; 1500 h.p. geared steam turbine. made by Westinghouse at Essington, Pa.

Sold in 1925 by Shipping Board to Swayne & Hoyt of S.F., who renamed her the "Point Bonita"

In 1936 she became the "Coast Banker" of the Coastwise Line of Portland, Ore. who still owned her in 1940

BOUNTY

Of Pitcairn Id. fame.

1. The movie vessel was the lumber sch. "Lily" built by Dickie Bros. at S.F. in 1882. More pp. 78 in the AMERICAN MERCURY VOL I. No. 1.
2. VG article on ships used in filming MUTINY ON THE "BOUNTY" pp. 137 AMERICAN NEPTUNE Apr. 1956.

BOWDOIN

Pacific Coast Wooden Steam Schooners

Lyman

756 tons, built at Prosper, Ore, 1907 by H. Heucken-
dorff for the Bowdoin S.S.Co. of S.F. Had a compound eng.
450 h.p. and carried 750-M ft.

Was wrecked Nov. 6, 1917 on False Cape, Nicaragua.

BOWHEAD

Pacific Sealing Ships

American schooner

108.90 gross; 103.45 net; 90.3' x 22.3' x 10.8'

O.N. 3536. Built at Coos Bay in 1891. Sailed out of S.F. and hunted on the Japan Coast from 1892 to 1895, the last season she was reported. In 1892 one of her boats was attacked by a killer whale and smashed to bits. The guns were lost and one man drowned. She took 1815 skins that year, 1035 in 1893 and 1407 in 1894. In 1895 she was commanded by Capt. W.P. Noyes and took 684 skins on a voyage which lasted from Jan. until nearly the end of July.

BOXER

No. 3777

Album 5.

Book 29

Revenue cutter-Indian Service

Album 21.

PHP. 1.

Album 22

1. Stbd. bow, at dock, all sails set. Seattle F
2. Stbd. broad, slow, as Bureau of Indian Affairs G
3. Stbd. near broad, on rocks near Prince Rupert, B.C.
4. Stbd. broad at ATS dock, Juneau.
5. Stbd. broad, sails up, brig. (Magazine cut)
6. Port bow in stream, Seattle Hbr. (Porthole)
7. V.G. 6 x 8 pict. at old Seattle dock with her sails up.--brig rigged. (Book 43; pp. 10.)
8. PICT. under sail. BOOK 44; pp; 43 Info.

Emp. 10/31/1923 Bureau of Education "Boxer" is to be re-
 modelled into a regular training ship for Alaska natives
 Will be taught navigation, etc...
 Emp. 12/20/1923/8 "Boxer" now a training ship; left Seattle
 on 26th on her first trip in this capacity.

216 tons. Abandoned 1940 ???

Under command of Capt. Whitlam hit reefs in a snow storm, on White Cliff Island, below Prince Rupert, B.C. at 05:50 Mar. 6, 1926. She was northbound from Seattle. The Lighthouse tender "Newington" was standing by.

More info. Book 36 Pages 28--35

Story of grounding Book 30; page 9

Emp. 3/17/1922/6 "Boxer", famous U.S. training ship at Annapolis, will be used by the Commissioner of Education from Seattle to Alaska. Will be dieselized.

Emp. 2/2/1923/6 Work converting the famous brigantine "Boxer" into an auxiliary power schooner for the Alaska service, has begun. A new 300 h.p. diesel engine is being installed and she is expected to be ready Apr. 15, for a trip to the Bering Sea with supplies for Govt. schools.

Emp. She makes 9.6 knots on trials today and will leave on May 19th on her first trip to Alaska, as a power sch.

(2)

BOXER

Indian Affairs

Emp. 3/6/1926 "Boxer" of Bureau of Education hits rocks in snowstorm at 05:50 today on White Cliff Island, a few miles below Prince Rupert, B.C. Capt. Whitlam. Built in Maine as a Navy training ship from proceeds of the Boxer rebellion (indemnity) and named the "Boxer" for that reason. Has a 300 h.p. Atlas*Imperial diesel.

Emp. 3/8/1926/6 "Boxer" still on rocks.

Emp. 3/11/6/ "Boxer" still on rocks, Lighering cargo.

Emp. 3/12/1926/6 "Boxer" refloated...

Emp. 3/13/1926/8 Now at Pr. Rupert for repairs.

Emp. 3/15/1926/8 Pulled off by "Unalgg" while the Canadian Lighthouse tender "Newington" stood by...

10/27/1939/3 Capt. E.L.Bush of "Boxer" winses unwise to proceed on to Kotzebue Sd. as ice has closed in.

10/7/1940/2 "Boxer" disabled at Bethel--may have to spend winter there as the only available vessel the mailboat "Fern" is behind schedule and may not be able to tow her out. The "North Star" is too deep to get to her.

11/25/1940/2 "Boxer" is at Bethel and a new propeller will
be sent to her by boat, rail and plane. Crew will chop
ice around wheel when frozen solid, and put on new wheel.
6/19/1941/2 "Boxer" is being towed to Seattle by the CG
"Redwing" from Bering Sea.
10/31/1941/4 Has engine troubles and is held at Kodiak.

BOYD

Yukon River str.

1. No picts. (See "Agnes E. Boyd)

BRABLOCH

Album 6.

British Sq. rig.

1. Square rigger under full sail head on; tug near. G

BRADFORD

Yukon River str.

1. No picts. (See "City of Bradford")

BRADLEY

Yukon River str.

1. No picts.

See "~~C.H. Bradford~~" "C.H. Bradley"

BRANDANGER

PHP--②

Norwegian Motorship

① Stbd. near broad, slow. (Porthole)

BRANDANGER

Norwegian M.S.

1. Pict. and info.

Album 43. pp. 18

XXX

Album ~~17~~ 17.

Album 5

PCA--6

Album 25

P.C.A. 4

Book 29

BRANT

Fish and Wildlife Ser.

- ① Port, bow, high and dry on Strawberry Id. Glacier Bay, ~~early in 1945~~ Oct. 1944
- ② Port, nearly broad, Juneau waterfront. P.C.A. 1. VG
- ③ With "Eider" at Lake Union storage.
- ④ Stbd. broad, on N.C. ways, Juneau.
- ⑤ Small pict of her ashore on Strawberry Id.
- ⑥ Stbd. broad, still, Seattle. (Mag. cut)
- ⑦ Stbd. broad at Army dock, Juneau, Oct. '49
- ~~⑧ VG pict. of her ashore near Cape Hinchinbrook. (Lg. G.S. File under FISH & WILDLIFE. NO- NO- NO--this was the "Crane"~~

SEE CARD 'BUREAU OF FISHERIES'

Built by Kruse & Banks
100' long and powered with a 225 h.p. Union Diesel

Sold to Foss Co. Book 37; page 60.

Emp. 9/29/1926 "Brant" sends S.O.S. Disabled 5 miles off
Col. River Bar. C.G. Cutter sent out. Later reports
say she was picked up and towed to safety by the tug
"Geo. M. Brown" Lost a prop. in blow off Coast)

I found her in a lay-up status in Aug. 1955 at the Craig
Ship yards in Long Beach, Calif. alongside the old
"Pacific"

6/6/1938/8 The swell of the FWS "Brant" capsized a 25'
outboard boat off Marmion Island. Dan Russel and Mrs.
H. Messerschmidt rescued by "Brant" In water 25 mins.

7/16/1938 U.S.B. of F. "Brant" hit a rock 10 miles East
of Kodiak at 11:05 yesterday and was refloated two hrs.
later by the U.S. plane tender "Wright" and U.S. mine-
sweeper "Teal" Ernie Gruening (Director of Territories)
was on board at the time. Sent SOS.

BRASIL

New (1958) Liner of
Moore-McCormick Lines

VG picts. Info. half-bredth plans, etc. in MARINE ENG. for
Dec. 1958

Also in Lg. G.S.Files under AMERICAN STEAMSHIPS

BREEZY

Cabin type troller

1. On Juneau boat Hbr. grid.

(PCA-10)

Album 28

BREMEN

Book 29

German Ocean Liner

1. Port broad, slow. VG. (Magazine cut)

2. Stbd. broad, slow, New York skyline.

Pict taken in New York 8/28/39

Built at Stettin, Germany in 1929

938' x 98' x Carries 2200 passengers and 950 crew.
A sister ship the "Europa" was to go on the trans-Atlantic
run early in 1930. "Bremen" broke records for Atlantic
crossings previously held by the crack Cunard liner,
"Mauretania" of 5 days, 8 hrs, 34 mins. The "Bremen"
made crossing to U.S. in 4 days, 17 hrs, 42 mins. She went
back in 4 days, 14 hrs, 30 mins. Aug. 1, 1929.

Her initial skipper was Capt. Leopold Ziengenbein

XXX


BREMERTON

Album 5.

Small old P. Sd. Pass.

Album 20

ex "Kitsap"

1. Stbd. broad at dock; bow of "Duwamish" in pict. G.
2. Stbd. nearly broad, a/s other scrapped ships in Lake Union as she appeared after her explosion.
See Album .

Built 1906 at Portland, Ore by James Supple for the
Kitsap Nav. Co. as the Str. "Kitsap"

195 Gross; 123 net; 127.5' x 22' x 7.5'

Was sunk in Seattle Hbr. in collision with the S.S.
"Indianapolis" in 1910. Raised and rebuilt and name
changed to "Bremerton" Burned at Houghton, Wash. in
1930 while laid up. Used in the early 1930's as a salvage
barge in the raising of the "Islander" and also used to
haul bridge steel for the Juneau-Douglas bridge in 1935
Lays rotting and abandoned on beach in Greens Cove.

D.A. Disp. 10/14/1916 The P. Sd. str. "Bremerton" rammed
and sunk the gas-tug, "Fossberg" off Alki Pt. in a dense
fog last night. She is uninjured and picked up the crew
from the sinking tug.

BRENDA

Pacific Sealing Ships.

Canadian schooner.

100 tons; O.N. 96967. Built at Shelburne, Nova Scotia in 1890. In 1892 she came around from Sydney, Cape Breton to Victoria in Command of Capt. Cole, making the passage in 140 days. She immediately fitted out for sealing and took 921 skins that year, 512 on the Asiatic side. In 1893 she was skippered by Capt. Colin E. Locke and took 1253 skins. She also rescued the crew of the U.S. schooner "J.C. Ford" which foundered off Grays Hbr. on Feb. 17. Made a fine catch of 2726 skins on the Japan Coast in 1894 again under Capt. Locke. The next year she had taken 896 skins when she was wrecked on July, 1, while entering Little Kurile Strait for water. She was a total loss, but the crew and skins were taken off by the schooner "Geneva".

BRISTOL

Old Canadian Steam
Collier.

1. No picts.

Old steam-collier used in the B.C.--Skagway, Alaska trade at turn of the century. Owned by the Dunsmuir interests in Vancouver, B.C.

She ran on a reef near Green and Gray Islands, B.C. (Chatham Sound) during the night of Jan. 2, 1902 at 23:00 Capt. McIntyre, Pilot, Roberts; Chief Eng. Vincent; Mate Smith and two seamen were drowned. 21 others were saved and picked up the following morning by the American str. "Cobrage City" and taken to Ketchikan. The night was dark and stormy and she had 2000 tons of coal on board.

Several attempts in following months were made to salvage her but I was unable to find any evidence that the operations were successful.

D.A.Disp. 1/6/1902 says she sunk with loss of 7 lives including Capt. McIntyre. Hit at 23:00 and hung up until 05:00 when the crew had to take to the boats. There is now a coal shortage in Juneau.

Sail and steam.

1st. Cunard Line to
cross the Atlantic.

1. Stbd. broad, speed, sails. with "Lusitania". (Mag. cut)

Built in 1840 and was the first Cunard Liner to cross
the Atlantic. (Side-wheels and sail)

BRĀXAM
(BRI XHAM)

No. 3455

Old steamer on Pac.
Coast

1. No picts.

SEE INFO. BOOK 35; page 59
 Add/encl/ps/t/// Her engines went to the U.S.A.T "Seward"
 ALASKAN (Sitka) 9/3/98 Arr. Sitka Aug. 29th, '98 as unit
 of Boston & Alaska \$1610/ Trans. Co.

She hit on Key Reef at 03:00 Wed. Oct. 19, 1898. Capt Durie in command. Also on board were pilots Henson and Chester.

She went to Alaska in Sept. 1898 and was never again heard from. (J.H. Buxbaum did electrical repair work on her)
M.D. 12/9/50

Built 1885 at Sunderland, Eng. as the British str. of that name. (Brixam) 900 gross; 530 net; 96 Nominal H.P.
183' x 27.1' x 21.1'

10/19/98 paper says she hit a rock about 30 miles south of Wrangel on Oct. 15, 1898 and may become a total loss. She had over 700 tons of miscel. frt. along with 25 cows and 25 sheep, ----all of which was lost. Also on board were 51 passengers besides the crew---there was no loss of human life. She was on her first trip to Alaska and had come around the Horn last spring from the Eastern seaboard. Capt. M.T. Chester in command. Her engines and boilers were salvaged and went to the ATS "Seward" ~~and~~ E.E. Caine, with tug "Resolute" 2 scows etc.

Feb. 11, 1899 Alaska Miner says she was wrecked on Blash~~ahk~~ Island and an attempt to salvage was being made by Capt.

Apr. 15, 1898 paper says str. "Brixam" arrived in Juneau on her first trip to Lynn Canal ports.

BRONXVILLE

Nor. M. S.

1. Port broad, speed. (Mag. cut)

M.D. 3/30/1957 Pict. and info. Due soon on first
visit to Seattle and Pac. N.W. Replacing the Klaveness
Lines M.S. "Francisville" 9000 tons

462' long. built in Amsterdam by Nederlandsche Dok en
Scheepsbouw Maatschappij in 1950 and is 7 years old but was
on other runs before coming to the N.W. Master is F. Sund
who has also served on Klaveness Lines "Bouganiville" and
"Stirlingville" over 30 years.

BROOKDALE

PHP. 2.

Wooden steam schooner

1. Port near broad, speed, loaded, from the air.
(Porthole)

History in 1947 DIARY Page Feb. 7.

Emp. 9/15/1922/6 S.S."Brookdale" unable to unload at the
Pribiloffs due to gales.

XXX

Album 18.

BROOKINGS

Steel steam schooner

1. Port nearly broad aft, aground with deckload lumber.

BROOKLYN

Album 15.

Wood steam sch.

Album 21.

1. Port quarter, slow, with deckload of lumber.

2. On Humbolt Bar. 1930

Was wrecked Nov. 8, 1930

BROOKLYN

Pacific Coast Wooden Steam Schooners

Lyman

333 tons; built at Aberdeen, Wn. by J. Lindstrom.
Carried 350-M ft. and had 450 h.p. compound steam engine.
by the Fulton Wks.

Early in her career she was owned by Beadle Brøds. of
S.F. and later came under Sudden & Christenson's flag.

She foundered on the Humboldt Bar on Nov. 8, 1930
with the loss of all hands but the second mate, who was
picked up several days later clinging to a hatch cover.

Built in 1901

BROOKLYN

Album ⑧

Lg. Steam tug.

①.

Port, broad, still in stream. (Seattle)
as U.S. Army tug, LT 232

VG.

BROOKLYN HEIGHTS

Isbrantsen frt.

1. Loading at Hong Kong. Book "34 page 8

Album 26

BROTHER JONATHAN

Side-wheel sail, steam.

From Lewis & Dryden

"Commodore"

1. Port broad at sea. (620 neg.)

Lost July 31, 1868 off the Oregon Coast with a loss of 200 lives. Her master Capt. De Wolfe went down bravely with his ship.

See info. Book 37; page 37.

BROTHERS

Petersburg halibut
boat. (Ottness)

See mag. cut and info. on her loss near Hawaiian Ids. in
1954 DAILY REMINDER.

BROUGHTON STRAITS

Straits Towing Co.

1. No picts.

See info. on both tugs of that name PWB. Aug. '56 pp. 9.

BROWN

Yukon River str.

1. No picts.

See "Gussie Brown"

PCA 6

BROWN BEAR

Book 29

Game Commission

1. Port bow, at Lake Union Float. (Magazine cut)
2. Stbd. near broad at Gov't. float Juneau boat hbr.

115' H.C.Hanson designed vessel being built for the U.S
Biological Survey (Alaska Game Comm.) in the P. Sd. Shp.
Yds. will soon be ready for her deck beams. Being built
at Winslow Marine Ry. & Shpbldg. Co.

M.D. 20 yrs ago July, 3rd 1954-1934.

12/23/1940/2 Hit a log near Ketchikan and has to go on the
ways there---her pass. would not be able to get to Juneau
for Xmas so they flew home---Elsie Blythe and Mr. & Mrs
Douglas Gray.

5/12/1951/5 Navy takes over FWS "Brown Bear"

2/15/1968-(Don Page-S.P.I.) in Brown Envelopes---latest
info. on her---new career in research, etc.

115 LONG

BRUCE

Yukon River str.

1. No picts.

BRUNETTE

Canadian tug.
Cliff T.B.Co.

1. Pict.--and info.

(pp. 50) Album 43.

2. Info.

(Book 41; pp. 41)

3. More info.

(Book 42; pp. 8)

Second oldest tug on Pac. Coast in 1953. etc.

Album 15

BRUNSWICK

No. 3749

Wood steam sch.
ATS.

1. No pict. Aug. 1948
2. Port broad, speed.
3. Port broad, still at Eureka, Calif.

Sold

Red Scrap Book No. 36. Page 5 Page 74
Page 6.

Built 1898 at North Bend, Ore. 532 gross; 283 Net.
161.3' x 34.4 x 12.2 500 h.p. and listed in 1925 as
owned by National S.S.Co. of S.F. Calif.

MORE INFO. BOOK 35; page 25

Towed the str. "Ruth" from Nome 7/12/1901 to Seattle 7/29
Capt. Anderson commanding.

1. ~~No // / / / /~~ Port broad being launched. (Mag. cut)
 2. Cover--P.M.B. Apr. '52
 3. Stbd. broad speed. P. 31, P.M.B. Apr. '52
 4. Good half-bredth plan
 5. Group of picts. being launched and after completed.
 - ⑥ Stbd. bow, speed. (Porthole)
- 4 and 5 above are in Book 33; page 32. and 13
- 7/ V.G. stbd. broad, speed. P.W.B. Jan '53; mage 27

New 800 h.p. harbor tug being built at Olympia for
Foss Co. All steel welded.

Built by reliable Welding Works in Olympia. 72' long.

Named for Drew Foss' daughter; designed by H.C.Hanson
and is the most powerful tug of her size in the world----
being powered with an 800 h.p. Nordberg diesel.

M.D Aug. 18, 1951

Complete information and picts. beginning on Page 31
in P.M.B. Apr. 1952. (Pacific Motor Boat)

B.S.P. (Any)

Power barges

1. One in surf at Shemya (PCA-10)
2. BSP-783 At Aleutian dock. (PCA-10)

Album ⑧.

Power Barge.

①. Stbd quarter at Seattle Army Port.

G

86' long.

Two 135 H.P. Superiors.

B. S. P. 507

Album ~~C.~~

~~Power Barge.~~

~~1.~~

Stbd. broad, loaded, speed, Alki Pt.
Two V-8 Cats. 135 H.P. Army Engineers.

VG

Book (32)

BSP 783

ATS B.SP.

- (1). Stbd. bow, in stream. (Mag. cut)

BSP--863

ATS

Disabled and wrecked. ALBUM 30 pp 55

BSP 869

Ex ATS. power barge

1. No picts.

Powered with two Cat. D-17,000's she is now owned by
the Naket Packing Corp. and renamed "Harry B"

BSP 1047

~~105' ATS. Power barge~~

1. No picts.

Grant Ritter served as Master on her for a while. Then
Geo. Anderson of Blaine took over. She was still in
ATS. Feb. 18, 1950 undergoing repairs at Seattle.

BSP 3135

P.C.A. (4)

Engineers BSP

(1) Bow on in D.D. and showing all of D.D.

BSP 3142

P.C.A. 3

Engineers B.S.P

1. Two views of her in Engineers D.D. Juneau.

P.C.A. 4

2. Two more pict. of her in D.D. Clarence Gildersleeve
in pict. of one.

P.C.A. ⑥.
P.C.A. ②.
P.C.A. ③.

BSP 3143

Engineers.
Capt. Cecil Rice.

- ①. Set of five picts. heavily iced. Feb. 1947. at
Juneau Army Engr. dock.
- ②. Bow view outside of LT 452 heavily iced.
- ③. Stbd. bow, pulling on Dry-dock.
- ④. Stbd. broad, coming into Army dock with deckload
of lumber.
- ⑤. Bow view coming into fingers, Juneau;
- ⑥. Port broad on flats by Engrs. Dock, Juneau. (2)
7. V.G. 8 x 10 pict. of No. 4. above (Book 48; pp 8)

BSP 3144

P.C.A. ②

Engrs. B.S.P.

P.C.A. ③

Clarence Gilder-

- ①. Two good bow views in same pict with 3143 iced.
(War paint)
- ②. Two of Capt. Gildersleve pulling D.D.

Album 3.

Album 9.

BUCKEYE

Small old Pass.
(Old steam tug)

- | | | |
|----|---|---|
| 1. | Stbd. broad, near log raft, as steam tug. | F |
| 2. | Port, broad, still, single deck; very old. | G |
| 3. | Stbd. broad, still, higher deck-house, Old. | F |

BUCKMAN

Str. on Nome run

1906

"Adm. Evans"

7/3/1906 she arrived at Seattle from Nome.

See story "I'll Blow Your Head Off"---a hold-up on the high seas. Envelope File No. 12.

D.A.Disp. 8/22/1910 carries the story (Capt. Wood shot & killed, at sea, by Fred Thomas, a pass. who then jumped over the side, etc."

NOTICE: STORY ABOVE IS NO LONGER IN ENV. No. 12 but has been pasted in NOTE BOOK No. 24.

BUDDY

No. 217760

Cannery tender

Alaska Consolidated

1. Port bow at P.C. Dock Juneau. (First Album)

Built 1919 at Gig Harbor, Wn. Gross 55: Net 34
64' x 17.1' x 7.1' Had 60 h.p. gas engine in 1928

XXX

BUELAH

Album 18.

Steel freighter.

1. Laying flat on her side, nearly submerged near pier.

BUENA VENTURA

Ex. War II sub-
chaser.

1. Stbd. bow; Ketch. float. June 1955

(PCA--7)

Taken over by Ketch. City. (NOTE BOOK No. 1. pp 50)

BUENA VISTA

Old barque
Sitka--1868

Departed Sitka 2/8/'68 for Yakutat and Northern points.
Capt. W.K.Hilton, commanding; 736.51 tons burthen.

Arr. Sitka 4/7/'70 Capt. James U. Foster; 736.56 tons.

BUFFALO

Norwegian Motorship

1. Pict. and info. Pages 2 and 10; Book 41.
2. Pict. page 20; Book 42.
3. Porthole Pict.

M.D. 11/12/55 508' vessel built at Oslo in 1952 for the Fred Olsen Line of Norway. Commanded by Capt. J.B. Krough who has been Master in her since she was commissioned. Named for Wm. F. Cody (Buffalo Bill) who was born in 1846 and died in 1917. She has a figurehead of him on her bow. Now on her tenth trip from Europe to the Pac.

N.W. She operates in the Europe-Pacific N.W. trade with other units of the Fred Olsen Line---"Bataan", "Bonanza", "Laurits Swenson".

BUFFALO BRIDGE

~~Pacific Coast Steel Steam Schooners.~~

~~Lyman.~~

3279 tons; built 1919 at Newark, N.J. yard of Electric Boat Co. for the Shipping Board. 5350 deadweight tons 324' x 46.2' x 25' 1500 h.p. geared steam turbine made by Westinghouse at Essington, Pa.

Sold by Shipping Board in 1926 to the Chas. Nelson Co. of S.F.

After a long lay-up at Antioch she was sold late in 1937 to be scrapped in Japan. Her last voyage was a hard one, as she had to put back to Honolulu with boiler trouble twice before reaching Japan.

BUFFALO BRIDGE

Book (29)

Steel st. schooner.

(1). Port broad, smoke. (magazine cut)

BUFFANDEAU

Pacific Sealing Ships

American Schooner

37 tons; Hailed from S.F. with Capt. Sherry in command
Hunted seal and sea otter around the Kurile Ids in 1873.
In 1875 she lost a man while hunting around the Kuriles and
at some later date was wrecked on Yetorup Id. (Snow)

BUFORD

No. 222958

PHP.1.

Old ATS. steamer.

1. Stbd. broad, slow in stream; (Porthole)

Built 1890 at Belfast, Ireland. 4804 gross; 3042 net.
370.8' x 44.2' x 26.6' 2000 h.p. steam. (See card under
Steel Steam Schooners of the Pacific Coast.)

See large file for more information.

Sailed from Nome for Fort Seward June, 10, 1910

Was at Fort Seward (Haines) 8/1/1906 with troops.

Emp. 4/7/1923/6 Old U.S.A.T. "Buford" is now owned by
John Ogden and Fred Linderman, and will soon be coming
North (May, 25) on a trip to Siberia with Capt. Louis
Lane commanding.

Emp. 8/29/1925/6 "Burford" to be sold to satisfy debts.

BUFORD

Steel Steam Schooners of the Pacific Coast Lyman
(Third of 5 foreign built, used in P.C. Lmbr. trade)

4808 tons, was a steel vessel built at Belfast, Ire. in 1890 by Harland & Wolff, who also supplied her 2000 h.p. triple expansion engine.

Originally operated by British owners as the MISSISSIPPI, she became a U.S. Army Transport in the Spanish American War under the name BUFORD.

In 1923 she was sold to Fred Linderman of S.F. who resold her in 1928 to the Alaskan Siberian Nav. Co.

She was sold to the Japs in 1930.

BUFORD

Old U.S.A. transport

4/15/1929/6 "Buford" will leave Los Angeles soon on her last voyage. The Alaskan-Siberian Nav. Co. sold her on Feb. 23rd to Japanese interests. She is presently loading on Pacific Coast ports and a Jap crew will take her across the 'pond' for scrapping. She has been in L.A. hbr. since Aug. 4th when her owners towed her here for a floating summer hotel and fishing barge. The enterprise failed. She was built in 1890 at Belfast, Ireland as a trans-Atlantic pass. carrier. Later became a U.S. Transport. After World War I she was sold to the Alaskan-Siberian Nav. Co. and used in an unsuccessful attempt to establish a pass. service from S.F. to Vladivostok. After this failure she made another unsuccessful voyage to the South Pacific and upon her return was used in the filming of a movie.

Album (24).

BUG

Sm. Seward cruiser.

1. Port broad, at Seward, sent to me by error.

BULK CARRIER NO. 1.

1. VG. pict. as barge. Towed by "Salvor" near South end of Wrangell Narrows. Sept. '54 (PCA--7)

BULK CARRIER NO. 2

Ex. "Princess Mary"

See card on "Princess Mary" and additional on the tug
"Chelan" of Van. B.C. (1954 DAILY RECORD)

BURLINGTON

Lake type frt.
A.S.S.Co. 1915

See card on A.S.S.Co. for info. on this str. and her sister
the "Bennington" (Valdez)

Renamed "VALDEZ" by A.S.S.Co. (D.A.Disp. 10/31/1915)

ABOVE IS IN ERROR: SHE WAS RENAMED "JUNEAU". THE "BENNING*
TON BECAME THE "VALDEZ" AND THE "BURLINGTON" BECAME THE
"JUNEAU"

BURNSIDE

Album 4.

Album 22.

Old U.S.A.T.

Rev. cutter-Cable.

1. Port, broad, still, - Alaska waters, - as cable ship. G
2. Stbd. broad, Ketchikan, as ATS cable ship.
3. At dock in Ketchikan. (2 picts.) (Album 28)

Emp. 4/21/1924/6 Gen. Metals Co. of Oakland, Calif. bought the old "Burnside" and she will leave Seattle for S.F. very soon, to be scrapped. She was formerly the Spanish str. "Rita" and was one of the vessels captured by the U.S. in the Spanish-American War. Built 1882 in Newcastle Eng. as the "Rita" and was later sold to Spain.

Hit a rock in Seymour Narrows Nov. 28, 1904 and lost a large part of her keel. She was otherwise damaged but managed to make Seattle where she went on D.D. and found considerable damage to her bottom. She was going south to prepare to lay the cable to Valdez.

7/16/1903 in charge of Capt. Edgar Russel of the U.S. Signal Corps she was in Juneau to begin laying the Haines cable.

Formerly the S.S. "Rita". She layed the first cable from Sitka to Seattle in 1909. Capt. A.H. Laffin and 1st. Off. E.G. Heinrich in charge.

D.A. Disp. 7/17/1911 she was at Juneau. Was seized by U.S. from Spain during War in 1899.

D.A. Disp. 7/1/1916 "Burnside" scorched by fire which destroyed Pier 11 at Seattle today. (W.F. Jahn & Co.)

Emp. 11/15/1921/6 "Burnside" to be replaced by steel str. "Dellwood" The " " was formerly the Spanish str. "Rita" captured in the Spanish Am. War. Built at New-Castle, Eng. 1882. 2194 gross; 1905 net; 276.7' x 36.7' x 17.5' 11 officers and 62 men in crew.

BURPEE

Yukon River craft.

1. No picts.

Operated from Dawson to the 40-Mile

BURTON

Sm. Sd. frt. and pass.

1. No pict.

Built in 1905 at Tacoma. Used by several companies out
of Seattle and to the San Juan Islands. 97 gross; 52 net;
92.8' x 20' x 6.1' She burned on Feb 22, 1924 while laid
up at Gig Hbr.

BURTON ISLAND

U.S.C.G. Ice-breaker

1. Good picts. of her and "Edisto" in SHIPS & SAILING
2. Two picts. (Stbd. broad and Bow on) Feb. '52 Pages 8 to 12
Taken at Juneau Thurs. 19th of July, 1956.
3. VG. in Arctic ice. Album 44; pp. 7.
4. VG picts. I took at Juneau 1956 (PCA-10)

Emp. 7/20/56. 269' Navy ice breaker arr. Juneau yesterday is scheduled to leave for the Arctic this-afternoon. Has a 63' beam and draws 28'. Commanded by Comdr. J.E. Ready. Going North in connection with DEW line radar net activities and assistance to supply ships.

1/27/1949 Brings mail to Nome (mid-winter) averages 5 miles per day!

7/12/1952/3 Arrived in Juneau today. 268' x 29' (deep) 6000 tons. (Due on 14th) 300 men and 30 officers; Named for a island off Delaware mouth. First vessel of any kind to make trip to Nome in the winter and first to go East of U.S.-Canadian boundary.

7/18/1952 Three crewmen off "Burton Island" arrested in Juneau for gun theft.

7/22/1952 Sailor hates parking meters---attacks one with a street sign.

BUSUANGA

New Danish MS--1957

1. VG Cover pict. of Marine Digest 6/1/1957

Built by Nakskov Shipyard in Denmark and is a closed-shelter-deck type vessel with a deadweight of 10,300 tons. Propulsion is a 10,000 bhp Burmeister and Wain diesel and gets fully loaded speed of 17.5 knots.

Will arrive at Seattle on her maiden voyage June 5, '57 498' overall length; 63' moulded breadth. Draft of 30' when loaded. All welded construction. 5 holds etc.

M.D. 6/1/1957

BUTTERFIELD

Album ⑧

Lg. Army tug.

① Port, nearly broad, slow, leaving Seattle. VG.
L.T. 145 (Army steam tug.)

2. PICT. BOOK 32; pp 25