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Historical Collections**

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

**General Marine Files**

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P.C.A. (6).

C-40

Engineers J-boat.

(1) Stbd. bow in cradle on Engrs. dock. Juneau.



CACTOLUS

Sailing  
Bark

1. No picts.

Mentioned in letter by P.A.McDonald  
Red Scrap Book No.36. Page 5.

CADARETTA

Steel Steam Schooners of the Pacific Coast

Lyman

2865 tons, built 1917 at Albina yards, Portland, and taken upon completion by U.S. Shipping Board.

1924 to the Chas. Nelson Co. of S.F.

1937 to W.H. Wood of S.F. and still owned by him in 1940.

3800 deadweight tons: 289 x 44 x 19

1400 triple-ex. steam by Albina works.

CADDOPEAK

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2865 tons, built 1917 at Albina yards Portland. and  
sister to CADARETTA.

1924 to Chas. Nelson Co.

1937 to Burns S.S.Co. of S.F. and renamed LURLINE  
BURNS.

1942 became a Navy auxiliary and called BESBORO.

3800 deadweight tons: 289 x 44 x 19

1400 h.p. triple ex. steam by Albina Works.

CADMUS

Album 8.

Lg. Army St. tug.

1. Stbd. broad, at Seattle Pier as U.S.A.T. 332

Sold

Red Scrap Book No. 36. Page 7.

Towed to her new owner, George Wheatmen of Gretna, La.  
by the new Foss tug "Christine Foss" in Jan. 1947.



CADRETTA

1918 P.C. steel st.  
sch.

1.

M.D. 11/2/1963---Idled at S.F. Mar. 15, 1946 and in Aug.  
'46 she was sold to Sweden and later renamed "STUREBORG".  
Traded for Sweden until 1958 when name changed to "INDORA"  
and in 1959 she became the "SOUTHWIND" of the Southwind Nav.  
Co. of Panama, a firm operating out of Hong Kong in the  
General Far Eastern trades. (One of the shipbreaking areas  
in Hong Kong graces the rather unlikely name of Gin Drinkers  
Bay, so it could be the old ship is ending her days there.)

M.D. 11/9/1963-- The old Nelson frt. "Cadretta" has gone under breakers torch at Hong Kong. Last named the "Southwind", the vessel was originally built the "Cadretta" at the Alpine Eng. & Mach. Wks. at Astoria in 1918.

She traded in the coastwise lumber and general cargo business for the Nelson Line until the depression in the 1930's. Later she became a unit of the Hartwood Lumber Co and the E.K.Wood Lumber Co.

During W.W.II while serving as a military frtr. she was almost lost after stranding near James Island of the Wash. coast. Salvaged under the direction of Capt. Loring Hyde, of Port Angeles, she was brought into Neah Bay and pumped out. Later she was repaired and continued a long and useful post-war career. First she became the Swedish flag vessel "STUREBORG", later the Panamanian "INDORA" and finally the "SOUTHWIND", owned by the Southwind Nav. Co. Ltd. of Hong Kong.

One of the last remaining units of the once proud and mighty Pacific coastal steel steam schooner fleet, the "SOUTHWIND" will soon be only a memory.

Albina also put in her machinery. She was 800' long and had a beam of 44' 2358 Gross; 3790 d.wt.

CAESAR

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

2935 tons, was built at Stockton, Eng., in 1896 by  
Ropner & Son as the KINGTOR.

In 1923 she was acquired by Capt. James Griffiths  
of Seattle, as the CAESAR, and a year or so later was  
transferred back to British registry under the ownership  
of the Coastwise S.S. & Barge Co. of Victoria as the  
MOGUL. She had a triple expansion engine made by Blair  
& Co. of Stockton.



P.C.A. ⑥.

CAHOONE

Sitka C.G. Cutter  
(W.S.C. 131)

- ①. Port broad on N.C.Co. ways, Juneau.
- ②. Stbd. broad on " " " " "
- ③. Stbd. broad at A.T.Co. dock Juneau.

CAIRO

Lg. Floating Derrick  
Barge of P.T.&.B.

1. Stbd. broad, being towed by "El Sol" Two sm. steel tugs on deck.

Termed the 'largest floating lifting device in the Pacific N.W' she departed from Portland, Ore. May, 19, '49 in tow of the tug "El Sol" commanded by Capt. H.A. (Tommy) King of Seattle. She will be turned over to the tug "Teton" at Panama and will be used in Portland Tug and Barges oil drilling operations in the Gulf of Mexico. On deck when she left were two 70' Portland tugs, both familiar to that area. They were put on board by the "Cairo's" own 140', 250 ton, capacity derrick.

"Cairo was built at Midland, Pa. in 1929 for use in levee construction on the Mississippi River. Later she was sold to the British Gov't. for salvaging ships in the Red Sea; the British were unable to move her there on account of the War and she was used by the U.S. for loading Locomotives on ships from Portland to Siberia. She had been in N.Y. and finished out the War at Portland. After the War she was purchased by P.T. & B. from War Surplus.

P.M.B. July, 1949

CALEDONIA

Stikine River str.

11 No picts.

Built at New Westminster, B.C. Feb. 1891 for the Skeena River trade by the Hudson Bay Co. 100' x 24.58' x 5'  
She was a stern-wheel str. and later saw service on the Stikine (1898) but never as far north than S.E. Alaska D.A. Disp. 8/31/1908 says she was wrecked on the Skeena River on a rock today without loss of life. Was enroute Prince Rupert to Hazelton, B.C.



Album 26

CALIFORNIA

Old Side-wheel ocean str.

From Lewis & Dryden.

"Little California"

1. Stbd. broad, at sea. (620 neg.) sketch.

See adjacent card----also card on "Eureka"

Info. in Book 37; page 35

History       BOOK 35; pp 45

CALIFORNIA

Old Side-wheel str.

"Little Calif."

"Eureka"

1. Picts. as "Little Calif" and "Eureka"



It is possible that DeArmond may have dropped the prefix  
'Little' but his account in Book 30 page 45 definitely  
relates all three names as being the same vessel.

CALIFORNIA

Swedish motorship

1. Info.

pp. 31; Book 41.

CALIFORNIA

U.S. Steamship  
States Line (Victor

1. V.G. porthole pict.

(PHP--4)

The first Calir. was a War I built 8800 ton vessel built in 1920 as the "West Hixton" This vessel was lost off West Coast of Africa in War II.

Second was a Liberty ship built in 1944 at Richmond, Calif and named the "Lucien Lebaudt. She was purchased by States S.S.Co. in Dec. 1946 and after 3 years of trans-pacific operation was sold to Orion Shpg. Co. of N.Y. Still operating---under name of "Pacificus"

This one, the 3rd of name, was built in 1945 at Portland as the "Drew Victory" States S.S. purchased her in 1949. She is completing her 33rd voyage. She is an AP-3 type Victory, etc.

M.D. 3/17/1956

CALIFORNIA STANDARD

Std. Oil tanker

1. VG. at Std. Oil dock; Juneau 5/28/56 (PCA--7)

CALIFORNIAN

Old Am.-Haw. Liner

1. Pict.

pp. 7; Book 41.



CALISTA

Album #3.

Sm. Sd. Ferry.

1. Port bow, speed, passengers, all white paint. F

Emp. 7/27/1922 Rammed and sunk in heavy fog early today,  
off West Point by the Jap frtr. "Hawaii Maru" Her 40  
pass. and crew of 10 all saved. Shortly before noon.



CALISTA

Sm. yacht of  
Joe Williamson

1. Pict. and info. Ex. "Photoqueen" Album 43; pp. 5.

CALLABASAS

Steel Steam Schooners of the Pacific Coast

Lyman.

2740 tons, built 1917 at Albina yards, Portland,  
for U.S. Shipping Board.

Sold to Callabasas S.S.Co. of N.Y. 1920.

1929 to Hammond Lmbr. Co. and named WATSONVILLE

Dec. 1940 transferred to Transpacific S.S.Co. of  
Panama, and in Feb. 1941 went under Panamanian registry.

3800 deadweight tons: 289 x 44 x 19

1400 h.p. triple-ex steam by Elliot Corp. Baltimore

CALLAO

New Peruvian M.S.

1. 1955 (Info. only.)

Album 43.

P.H.P. ②  
Book 31

CALMAR

Liberty ship.

- ①. Stbd. qtr. a West Waterway dock (Porthole)
- ②. View of stbd. side from bridge. (Mag. cut)

Liberty type freighter owned by the Calmar S.S. Corp. of New York. Ran into tremendous seas about 40 miles S.W. of the Columbia River Lightship. Had 5,800,000 B.F.M. of lumber on board destined for the East Coast when sudden lurch shifted the deckload and gave her dangerous port list. Walter Roberts , a seaman, was washed over the side attempting to secure a life-boat. First Mate, Clarence Hutton was crushed against the house and mortally injured. Capt. R.B.Hughes turned about and had to by-pass the Col. River and make for Puget Sound. Hutton died on the way in. The vessel was berthed at West Waterway where cargo adjustments were made.

M.D. 12/10/49

CAMANO

Old U.S. sch.

See info. Book 37; page 34



- (1) Stbd. bow coming into A.S.S. dock, Juneau.  
"Pheasant" showing partly at City Float.

Emp. 6/13/1923/8 The U.S.A.T. "Cambrai" arrived in Juneau  
today.



PCA ⑥

CAMEO

Troller owned by  
Elmer Lindstrom

- ①. Stbd. broad, close, speed, Juneau Hbr. May, 1950
2. Two picts. on Juneau Boat Hbr. grid. Fair. (PCA--7)
3. Near Alaska Coastal float 5/16/56 (PCA--7)
4. On Carl Jensen's ways. Juneau 1957 (PCA-10)

CAMINO

Steel Steam Schooners of the P.C.

Lyman

3308 tons, 2500-M ft. lumber and 87 passengers.  
Built 1912 by the Craig Shipbuilding Co. and owned by  
the Western Steam Nav. Co.

Had a 200 h.p. triple expansion engine.

Managed until 1916 on the West Coast by Swayne &  
Hoyt of S.F., then sole to the Barber S.S.Line of N.Y.

In 1917 she became the "City of Wilmington" of the  
Cape Fear Trading & Shipping Co. of Wilmington, N.C. and  
a year later dropped from the registry.

Book 29

CAMOSUN

P.C.A. 3.

Canadian coaster.

1. Port broad, in stream, Ketchikan Hbr. Shallows
2. Port broad, in stream, " " closer; mine.
3. Stbd. broad, in stream. (Mag. cut)

Some info. in 1947 DIARY Page. Feb. 11.

More info. Book 36 Page 74

More info. Book 35; Page 52

A former vessel of the same name collided with the S.S.  
"Princess Beatrice" off Pt. McKay at 02:35 today. (Emp.  
1/20/1923) Both badly damaged but made port O.K.

See card in MARINE (Gen. File) on UNION SS. CO.

CAMPBELL

Yukon River str.

1. No picts.



See "D.R.Campbell"

Also see file card on "R.D.Campbell" in Gold Rush files.

CAMPBELL

Yukon River str.

1. No picts.

See "R.D. Campbell"

CANADA

Old Am. bark.  
1898

1. No pict.

She arrived at Skagway Feb. 13, 1898 from Tacoma with a load of lumber and misc. frt. DYE A TRAIL 2/10/98 says she lays loaded at Tacoma and that the 'veteran coasting bark' was to be towed up shortly by the tug. "Pioneer" which tug will town the bark "Colorado" back. The Canada has 800,000 b.f.m. lumber, 400 bundles shingles, 200 doors 200 windows, wagons and horses, etc.

DYE A TRAIL 2/25/98 says she is reported on the rocks near Haines---there is also a terrific storm on Lynn Canal. Horses on her were freezing and had to be shot. Pass. rescued by the "Lady of the Lake" It is believed her cargo can be saved.



CANADA

Swedish motorship

1. Pict. and info.

pp 30

Book 41.

XXX

Album 20

CANADA MARU

Large Jap. steamer.

1. Stbd. nearly broad, aft. Even keel, slightly down by the nose, one mile south of Cape Flattery July 30, 1918

M.D. 11/13/1954; ØZ/ O.S.K. Liner loaded with a valuable silk cargo, hit rocks in entrance to Strait of Juan de Fuca July 29, 1918 and both ship and cargo were damaged. Her Jap skipper was greatly depressed by the accident and as the vessel was moving up the Strait after being refloated, and despite the fact that he was under constant guard, leaned over the rail and fired a pistol shot into his head. Previously he had weighted his body with stones he used during physical exercises in his cabin. The body dropped into P. Sd. off Vashon Island and was never recovered.

CANADIAN

Stikine and Yukon

River Wet-ass 1898

1. No picts.

She and the "Columbian" were both used for a while on the Stikine River then in June, 1898 both units were towed to St Michael in fine shape by the Norwegian str. "Tordenjold"

Built 1898 at Victoria, B.C. Her remains were on a clay bank a short way from Whitehorse in 1944. She gained renown on the Yukon for Capt. C.M.Coglan's 'LeBarge Cocktail' When Alaska went dry, he bought up all the liquor he could on the river, then poured it all together in wash-tubs. The mixture which consisted mostly of Benedictine, with some gin and Eno's fruit salts added, sold for a dollar a drink!

7/17/1901 She was nearly lost in Five Finger Rapids. The permanent cable used for 'lining through' fouled bottom and she hit the rocky sides of the gorge.



~~Three different~~

1. Stbd. broad, speed, Tuna type. (Mag. cut)
2. Port broad, still, Tuna type. (mag. cut) B171
3. Stbd. broad, still, F.S.type. (Mag. cut) B182

CANADIAN PRINCE

Ex "PRINCESS NORAH"

See file card on PRINCESS NORAH, ALSO on QUEEN OF THE  
NORTH, and also Lg. G.S.File under CANADIAN PACIFIC  
RAILWAY CO.

Renamed "BEACHCOMBER" and used as a restaurant ship at  
KODIAK. M.D. Nov. 21, 1964 (Filed under C.P.R.)

CANADIAN RAIDER

PHP. 1.

Steam ship. Med.

1. Stbd. near broad, still in stream. (Porthole)

CANCO - several vessels of American Can Company.

1. ON. 212007, Gs.s. 28 gr. 19 net, 46.4x13.9x5.7, Fish, crew 3, 35 h.p., built Tacoma, 1914. In 1917, Home Port, Portland. In 1918 listed as Gs.s. Chum of Seattle.
2. ON. 216258, Gs.s. 61 gr. 49 net, 75.1 x 14.8 x 7.5, Misc. crew 3, 100 h.p., Built Seattle, 1918. Owned by American Can Co. (Ore), Home Port, Seattle. In 1929 or 1930 became Ol.S. Violet Ray, owned by Farwest Fisheries, Inc. Seattle.
3. ON. 228258, Gs.s. 77 gr. 52 net, 73.5x16x6.3, Misc. crew 5, 350 h.p., Built Seattle, 1929, owned American Can Co. (N.J.) Home Port, Seattle. Between 1938 and 1941 became Ol.y. Gene, owned by E. H.Kendall, Seattle.
4. #229655, ex. a. Canim, b. Polaris. 132 gr. 89 net, 89.3x18.3x9.3, 300 h.p., crew 2, built Seattle, 1930, as Ol.y. Canim owned C.B.Blethen (Seattle Times); in 1937, owned Edward Lowe, Jr., Home Port, Juneau, as Polaris. In 1939 appears as Canco, owned American Can Co., (Calif) with Home Port San Francisco.



CANCOLIM II

P.C.A. ⑥

Diesel yacht of  
American Can Co.  
Van. B.C. registry.

①. Stbd. broad at City Float; Juneau. June, 8, 1949



# CANOES, INDIAN

War, etc.

1. VG. 11 braves standing in one near Ketch. Photo from  
Shallerers in Ketch. (PCA--7)
2. VG. Lone 'klootch' in Indian dug-out. (PCA--7)
3. Eskimos with bidarka; Pt. Hope. Outboard. (PCA--7)

Book 33.

CANYON II

Small Frazier River tug  
Fastest on river.

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

XXX Album 25  
Album 18.

CAOBA

Wooden steam schooner.

1. Stbd. nearly broad, nose in sand, derelict.  
Wrecked off Long Beach, Calif. Feb. 1924.
2. Remains showing in 1925

Wrecked 2/3/'25---Owners, Sudden & Christensen of S.F.-- Crew saved by Capt. Robt. Pamphlet of rum runner "Pascawha", who was arrested by the C.G. and served 2 yrs. time in McNeills Id.

Emp. 2/3/1925/6 Waterlogged st. sch. "Caoba" being towed to port by the str. "Forest King". Tug "John Cudahy" arrived at Aberdeen with 9 of her crew---ten are still unaccounted for.

Emp. 2/4/1925/6 All men of the "Caoba" found---the last 10 were picked up by the sch. "Peschawa" off Willapa Hbr.

Emp. 2/5/1925/6 "Caoba" broke loose from the tug "Doughty" (Doutty), the 4th vessel to attempt to tow her in. A 60 mile gale is prevailing, etc.

## CAPASTRANO

Wooden Steam Schooners of the Pacific Coast

Lyman

648 tons, was built 1907 by Lindstrom at Aberdeen, for J. Homer Fritch, S.F. Carried 750\*<sup>M</sup> ft. and had a compound engine of 450 h.p.

1911 to the CASpar Lmbr. Co and renamed the CASPAR

Arrived in Dec. 1925 from Caspar and was laid up in 'Frisco.

Sold in the 30's to the Alaska Salmon Co. but was not put back in service.

Scrapped 1940 at Sausalito, on S.F. Bay.



## CAPE BEALE

Pacific Sealing Ships

Canadian schooner

13 net; 39.5' x 12.8' x 3.8' O.N. 100494.

Built at James Id. B.C. 1892 and listed that year with a catch of 27 skins. In 1893, under Capt. Snap she took 86 skins Owned in 1895 by Jim Eight Quap of Victoria, B.C.

CAPE DOUGLAS

P. Sd. packer, etc  
(Barratry case)

1. VG picts. and story of this celebrated barratry case,  
incl. picts. of Odd John Solnordal and Fred Devine.  
SKIPPER, Aug. 1960 pp 24.

There is considerably more on this in my WRECK note books,  
Red Daily Journal, etc. 1959--1960.

Book 33.

CAPE SAN VINCENT

1950 Tuna clipper

1. Port broad, speed/ (Mag cut)

91' vessel built for Vincent Gann and Associates of San Diego by Tacoma Boatbuilding Co. of Tacoma, Wn. She is the second vessel of the name---the first haveing been requisitioned by the Navy in the WarII. She is powered with a 400 h.p. Enterprise diesel and cruises at  $9\frac{1}{2}$  knots. Will fish for the French Sardine Co. out of San Diego and Capt Vinc~~e~~nt Gann will be her master.

M.D. 12/23/50



Album (26)

CAPILANO

Sm. old P. Sd. Frt. boat.  
From Lewis & Dryden.

1. Stbd. broad, still in stream. (620 neg.)

Was at Dutch Hbr. 8/16/1901---a Canadian str.

CAPILANO

1952 Canadian coaster  
2nd of the name--see  
reverse side on both.

1. Port broad; at dock. (Book 33; p. 35)
2. Good pict. of first vessel of this name---Lewis & Dryden

For info. see pict. page 35 in Book 33.

Arrived Skagway 9/26/1901 with 109 steers on board.

D.A.Disp. 10/2/1915 pp. 8; "Capilano", Canadian coaster,  
was wrecked yesterday on Savory Id., near Seymour Nar-  
rows, B.C. Capt. Samuel Nelson and crew of 18 saved.

Loss; vessel--\$30,000. and cargo---\$10,000.

Old---More info. pp 1 and 25 in Album 48

Repainted, etc. BOOK 45; pp 12

CAPITAL CITY

Album 15.

Album 23.

Old stern-wheeler

1.

Port, broad, speed, near wooded shore.

VG

2.

At old Olympia, Wn. wharf with other old craft.



Sold to the Col. River 1906 (NOTE BOOK 27; pp 119)

Book 32

CAPITOL

No. 223891

Album 15

Unit of P. Sd. Frt. Line

1. Port bow still in stream. (Mag. cut.)
2. Port broad, speed.

Built 1924 at Dockton, Wn. for the P.Sd. Frt. Lines.  
148 gross; 91 net; 58.8' x 23.7' x 8.1' 100 h.p.  
Oil screw.

M.D. 6/3/'50 says "Rubiayat" was built in Olympia in 1923 and operated for a little over a year then foundered which had been brought about through improper stowage. This accident nearly ruined the company but they went on to build the "Capitol" in 1924 then bought the Percival Dock in Olympia in 1926 etc.

More info. Book 36 Pages 43--48

CAPTAIN

Wash. T & B. Co.

Ex "LT-518"

1. See picts as "LT-518"

See info. in Lg. G. S. File under TOWBOAT COMPANIES



CAPT. BARKER

Album 10.

Old frt. and tug.

1. Stbd. broad, distance, shallow draft rig.

F

CAPTAIN BING

Album 7.

Superior Packing Co.

1. Port, nearly broad, speed, entering ship canal. VG

CAPTAIN GEORGE

Col. River tug.  
Shaver T.B.Co.

1. Info. (Gets new engine)

Album 43.

CAPT. JAMES FORNANCE

Album 7.

Army Barracks.

1. Port, broad, speed, Alaska, as Chilkoot Barracks tender.
2. Stbd. broad, backing away from Juneau dock. P.C.A. 1.
3. Stbd. broad, backing in stream, Skagway. P.C.A. 1.

Emp. 4/7/1922/6 "Capt. James Fornance" to replace the  
"Peterson" at Haines next fall. The "Fornance" arr.  
at Haines last week under Capt. W.H.Bergman and Chief  
Eng. T.S.Fitzgerald.

Emp. 4/15/1922/6 "Fornance" arrives in Juneau from Fort  
Seward with Capt. Stidham of the "Peterson" in command.

Emp. 5/26/1925/3 Capt. W.B.Cummings was to trade his berth  
on the "Cox" at S.F. with Capt. Stidham, on the "Fornance"

Emp. 12/12/1927/6 "Capt. J.Fornance", Capt. Cummings, here.

2/14/1938/6 She was forced to turn back in Lynn Canal.



Book 32

CAPT. LUDVIG

Tuna seiner.

1. Stbd. bow, ashore. (Mag. cut)

ALBUM 7.  
Album 8.

P.C.A. 3.  
Book 29

CAPT. O. G. OLSON

Olson T. & B. Co.

1. Port, bow, close, taken in Tacoma Hbr. Pre-war. G.
2. Stbd. broad, speed, Seattle Hbr. as S.T. 66. VG
3. Port broad, speed, Stikine Strait.
4. Stbd. broad, speed, racing "Foss 15" (Mag. cut)
5. PICT. BOOK 32; pp 25

Nov. Issue 1943 of P.M.B. has pict of crew and lists  
them as follows:

Rex Babbitt	Cook
Capt. Glen Case	
Oscar Swanberg	Chief
Frank Reardon	Chief
Claud Jacox	Chief
"Cully" Coffman	Mate
Glenn Case Jr.	Seaman.

She was skippered by Capt.  
Louie Torgeson in the Tugboat  
Annie race and finished 4th.

CAPT. W.J. CROOKER

Book 29

Cannery tender.

1. Stbd. broad, in Westward Alaska Hbr. (Mag. cut.)



Album 1.

P. C. A. 6.

Canadian Coastal Str.

1. Port broad under way, seagulls, B. C. waters. G
2. Port broad, speed, in B.C. waters.
3. Port broad, speed Prince Rupert Hbr.



In April 1952 she stranded on a submerged sandbar in First Narrows near Van. B.C. and was fast aground for 9 hours. Pulled off by the tugs "Burnaby Straits" and "Gulf Mariner" under the direction of the Pacific Salvage Co. 86 passengers had previously been taken off by tugs. She was inbound from Powell River. Owned by Union S.S.Co. Very little damage.

M.D. Apr. 19, 1952

Info. on collision with "Pr. Elizabeth" Book 40; pp 67

CAREL MAPU

Book 29

3-masted Schooner

1. Port broad, sinking, in heavy surf. (Mag. cut)
2. VG group of 4 picts of her sinking. (S&S Spring 1957  
page 31)

Full story of wreck page 67 Book No. 35.

Chilean sailing ship broke in two during a squall on Nov. 25, 1915 when she drifted onto what mariners have long termed the "Graveyard of the Pacific" on the wild west coast of Vancouver Island, B.C. Of her crew of 24 only 5 survived.

The cut in Book 29 is believed to be the only one of her as she was breaking up, and was sent to the Marine Digest by Capt. W.J. Maloney, marine surveyor.

D.A. Disp. 11/28/1915 Capt. Desholnes, 3 seamen and 1 passenger rescued from Chilean bark "Carelmapu" which wrecked on Thurs. Nov. 25th on the west side of Vancouver Id. in a heavy gale. The str. "Princess Maquinna" stood by helpless to do anything for the grounded vessel.

see pp 31 Spring 1957 S&S for photo. and story of sinking.

CARIBOO AND FLY

Old P. Sd. screw  
type pass & frt.

1. Port broad at old dock. (From Lewis & Dryden)



ALASKA SEARCHLIGHT Dec. 7, 1895 says the "Cariboo & Fly" was originally two separate river steamers on the Frazer in the 1860's. Sometime in the late 1860's they collided somewhere on the river and neither was suitable to repair. Finally it was decided to combine the two so the stern of the "Fly" was added to the Bow of the "Cariboo" and the new vessel emerged as the "Cariboo and Fly". In 1870 she went into the salmon trade on the river and worked in this trade until 1895 at which time she was taken to Vict. B.C. and laid up for about 6 months. In Oct. 1895 the Claxton Cannery Co. sold her to Saunders (one of her original owners) Shottbolt and Dempster. They fitted her out to trade on the Skeena River in B.C. Capt. Geo Brown took her from Vict. Oct. 23 '95 and turned her over to Messers Cunningham and Morrison who beached her as she was leaking badly from the trip north. On Nov. 1, 1895 they started in to Mill Bay and ran aground on a mud bank near the entrance. She went dry and then filled with water on the next tide. Then on the next low tide she broke her back---which ended her career.



CARIBCENCO

Med. Jamaica frt.

1. Stbd. bow; high and dry after hurricane at Jamaica.  
(P. 7; Nov. '51 SHIPS & SAILING)

Album 13.

CARL FOSS

Foss L. & T. Co  
Diesel tug.

1. Port, nearly broad, speed, Lake Union Canal. VG

Ex "Sound"

CARLINA

Troller

1. No picts.

30 gross; 24 net; 121 Gray gas; built at Bellingham  
Wn. 1946 Fishing, home port Juneau, Documented Mar. 14  
1947 Owner Carl Graves.

CARLOS

Pacific Coast Wooden Steam Schooners

Lyman

865 tons, built 1908, at S.F. by Stone & Van Bergen for  
J.Homer Fritch of that port.

Carried 850-M ft. and had 700 h.p. Triple ex. eng.

1911 acquired by Olson & Mahony

1917 acquired by Donovan S.S.Co.

Laid up at Frisco in Sept. 1930



## CARLOTTA G. COX

Pacific Sealing Shios

Canadian schooner

76 tons; 80.3' x 21.2' x 8.6' O. N. 97154

Built at Victoria in 1891 by E.B.Marvin & Co. of which John Graham Cox was a partner and namaging owner of its considerable fleet of sealing vessels. Skippered by Capt. W.D.Byers during her first 4 seasons, 1891 through 1894, and during these years averaged 2372 skins a season. In April 1894, while on the Japan Coast, three of her boats, each with 3 men in them went astray when a sudden gale came up. One of them capsized, the crew was rescued by another boat. It was overcrowded with 6 men, but reached the Japan Coast after 5 days. The third boat reached the coast in 4 days and all the hunters eventually reached home. She is not listed after 1895 with the fleet although she may have been active a couple more years. In later years she was gas powered and fished halibut out of Pr. Rupert B.C. owned by the Atlin Fisheries, Ltd. Remained in service until after World War I.



Book (29)

CARMEL

No. 203557

Wooden steam schooner.

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

Built 1906 at Aberdeen, Wash. 633 gross; 401 Net.  
170' x 38' x 12.3' 400 h.p. 20 crew and listed as  
owned by Sudden & Christensen in 1925

More information under P.C. Steam Schooners.

CARMEL

P.C. Wooden Steam Schooners

Lyman

633 tons; Built by John Lindstrom at Aberdeen in  
1906 Carried 800-M ft. lmb. and had a compound engine o  
of 400h.p. from the Fulton Iron Works.

Early, she was owned by J.Homer Fritch, S.F. passing  
in 1912 to Sudden & Christenson, who scrapped her in 1931.

## CARMOLITE

Pacific Sealing Ships

Canadian schooner

99 tons; 82' x 24.2' x 9.8' O. N. 92322. Built at Liverpool, Nova Scotia in 1888. Came around from Sydney, Cape Breton to Victoria in 1890 under Capt. Melville F. Cutler. She encountered bad weather on the trip and was off the 'Horn' for 50 days without gaining a mile. Got to Victoria too late for that season. In 1891 owned by Chas. Hackett with Capt. Cutler as master. Ordered out of Bering Sea by the "Rush" she went to the Japan and Russian side and seized by the Russian corvette "Vetiez, but later released. She took 2390 skins that season. In 1892 Cutler went east to bring out the "Agnes McDonald" and Wm Otis Hughes took command. Had 7 boats and 23 white crew she took 379 skins on the American coast, then went to Cooper Island and had taken 608 skins there when she was seized by the "Vetiez" She was taken to Vladivostok, condemned and sold. Her crew was taken to Petropavlovsk and held for a time, then to Vladivostok, and then to Nagasaki, Japan and turned loose.



PCA ⑥

Carol Ann

Sm. Fish Packer.

- ① stbd. bow, at Cold Storage dock. Jan. 1949
2. Stbd. broad at Cold " " " June, 1949
3. Stbd. nearly broad, " " " June, 1949



CAROL DEERING

Old 5-masted sch.

1. Some info. on her loss; see 'In Peril of the Sea'  
Envelope No. 16.

Emp. 4/1/1921/2 V.G. "Carrol A. Deering"--ghost ship of  
Diamond Shoals.

## CAROLENA

Pacific Sealing Ships

Canadian schooner.

32 tons; 45' x 15.6' x 5' O.N. 61309. Year built unknown but built in Washington Territory.

Reported by Lewis & Dryden to have been tradin out of Victoria as early as 1858 and later to have been used as a pilot schooner. Capt. Wm. Munsie purchased her in 1885 and sent her sealing. In 1886, she was skippered by Capt. James Ogilvie and was seized in Bering Sea Aug. 1. by the cutter "Thomas Corwin" Taken to Unalaska and left to rot on the beach there--the crew being taken to S.F. and the Capt. and Mate to Sitka for trial on charges of sealing in closed waters. In 1896, the Bering Sea Claims Commission found the U.S. liable in a total amount of \$31,581.35 for the seizure.

Also reported as "CAROLINA" and "CAROLINE"

CAROLINE I

Pacific Sealing Ships

Flag unknown.

Listed by Snow as hunting seal and sea otter in the Kuriles in 1873 and as lost in 1877. No other data.

CAROLINE II

Pacific Sealing Ships

Flag unknown.

Listed by Snow as lost with all hands and 190 sea  
otter skins, presumably north of Japan. No dates given.



X

CAROLINE FRANCIS

Kuskokwim-Seattle  
Trading vessel 1923.

Emp. 7/3/1923/6 The M.S. "Caroline Francis" arrives Seattle with 14 pass. and \$40,000. in gold and is first vessel to arrive from the Kuskokwim this year.

Emp. 9/5/1923 M.S. "Caroline Francis" is aground at the mouth of the Kuskokwim. (Later refloated O.K.)

Emp. 7/16/1924/6 The auxiliary sch. "Carolyn Frances" of the Western Whaling and Trading Co., Capt. John Worth, arrived at Seattle today.

PICT. Stbd. Bow. near dock.

(PCA--7)



CAROLINE J.

Carl Jensen's boat

1. Outboard boat; speed; Carl & Caroline (PCA-10)

CARONIA

140 ft. yacht

1953

"Cavanaugh"

1. Info. (To salvage "Pres. Taylor") Book 40; pp. 62  
pp. 63
2. Picts and info. after she burned (PWB; Dec. '56; pp 13)
3. Picts. I took (PCA-10)

P.W.B. Oct. 1953 says she was moored at Portland for several years but has now been outfitted and has sailed for Canton Island in the Pacific where she will be the base for the salvage operations on the "President Taylor" which ran aground there in 1942. Owners of the "Carônia" the North Coast Corp. were successful bidders on purchase of the "Pres. Taylor"

Capt. Studley---Arr. Juneau, July 2nd and stayed over until July, 14, 1956.

CARONIA

Lg. Cunard White Star  
Liner (R.M.S.)

1. Stbd. broad, N.Y. Hbr. assisted by four tugs (Moran)  
(On cover of Towline Mag. Feb. 1949) (Intact)

M.D. 1/20/1968--The Yugoslavian flag will soon be flying over the stern of Britain's 34,172 gross ton pass. liner CARONIA. Something in the neighborhood of 2.5-million bucks was paid for the vessel for use as a floating hotel. She will be berthed off Dubrovnik to aid Yugoslavia's booming tourist industry. As England's 5th largest pass. liner, the CARONIA is 20 yrs. old and was designed to carry 863 pass. on cruises and on the North Atlantic run.



CARPENTER

Sm. Nome tugboat.

1. See story pp 11 PWB Jan. 1960.
2. More in Lg. G.S.File under NOME (PICT.)

CARRIE C.W.

Pacific Sealing Ships.

Canadian schooner

92 tons; 76.4' x 23.6' x 9.1' O.N. 94646

Built at Mahone Bay, Nova Scotia in 1888. In 1895 she sailed from Halifax to Victoria to join the fleet. Hunting in 1896, 1897, and 1898 with only fair catches.

CARRIE DOVE

Small old schooner  
St. Michael 1900

1. No picts.

2. Pict. of the Baltimore Clipper of that name. Book 44.

She was wrecked in the big storm of Aug. 8, 1900 at St. Michael along with 4 river steamers. Capt. Brant and his Mate nearly lost their lives.

Obviously she got out of the above mentioned predicament as the Empire: 12/28/1921/6 says the 4-masted U.S.schooner "Carrie Dove" wrecked on 'leper island' in Hawaiian group recently and ended her career. V.G. history.



CARRIE LADD

Old wet-ass.  
Lewis & Dryden

1. Port broad, speed: near wooded shore.



## CARRIE NATION

Sm. old Juneau gas.  
Winn Bros. launch.

1. 9/16/1904 Burned up completely today on the Mendenhall bar. Capt. Barney Barnswell and 2 other men were going to Berner's Bay. No one hurt but the boat was a total loss. Had 7 h.p. gas eng.

CARRIE S. DAVIS

Some kind of small  
str. Ketch. 1907

DOUG. ID. NEWS. 3/27/1901 "the palatial, heavy draught, triple expansion, high pressure and quadruple eccentric steamer "C.S.D" left Ketch for Taku last Wed. with a favoring breeze. With good luck she should reach her destination before the end of summer and if she does it will be a joy and blessing to her owners."

CARRIER

Yukon River craft.

1. No picts.

She was a small mail launch of the Northern Nav. Co.

CARROLL A DEERING

5-masted schooner

1. Info. only

Book 40;

pp. 47



Emp. 6/21/21/1    Sea Pirates On Atlantic Coast.....The  
sch. "Carrol A. Deering" found piled up with all sails  
set and no sign of her crew; on a North Carolina beach  
last Jan. V.G.

CARTHAGE

French motorship

1. Pict. ashore

Book 40; pp 41.

CASCA

Stikine River str.  
Wrangell 1898

1. No picts.
2. Good pict. - A.S. Sept. 1956 pp. 13.)
3. Good pict. frozen in on Yukon. (A.S. Mar. '57 pp 38)
4. Good mag. pict. Bow view, moored to River bank.  
Lg. G.S. File under YUKON RIVER STEAMERS

July 27, 1898 she was in Wrangell commanded by Capt. W.P.Gray who was a brother to Capt. Al. Gray of the "Skagit Chief"

Built 1897 at Victoria, B.C. 590 tons; Dismantled at Whitehorse in 1911---her hull being made into a landing barge on Lower Lake LeBarge. Still there in 1944

In June 1899 she was advertised in Wrangell paper (Stikine River Journal) 6/17/1899 as operating from Wrangell to Telegraph Cr. by the Casca Trading & Trans. Co. commanded by Capt. J. Whitmore.

F.W.NEWS. 6/8/'98 Says Capt. Grant was commanding.  
K.M.J. 7/27/1901 says she was at Ketch. enroute to Dawson.  
D.A.Disp. 6/15/1910 Str. "Casca" hit a rock in the 30 mi. River this morning and sank in 7' of water. Pass. and crew safe. St. "Selkirk" bound down river, to aid.

CASCA II

Yukon River str.

1. No picts.
2. Stbd. bow at river bank. (P. 54; Feb.'52 S.&.S.)



Built 1911 at Whitehorse by the Bennett Yukon Nav. Co.  
1079 tons; Wrecked July 9, 1936 in Rink Rapids.  
See story in Ships and Sailing Feb. '52 Pages 52 to 56)

CASCA III

Yukon River str.

1. No picts.

Built 1937 at Whitehorse by the Bennett Yukon Nav. Co.  
1300 tons; Was still in operation in 1945.

CASCADE

Pacific Coast Wooden Steam Schooners

Lyman.

504 tons; built 1904 at Fairhaven by the Bendixsen yards for the C.R.McCormick Lmbr. Co. of S.F.

450 h.p. triple expansion from Fulton Iron Wks.

Was incorporated as a single-ship company under the McCormick management until 1909 when she was sold to the Interisland Steam Nav. Co. of Honolulu, who renamed her "Waialele"

. She was sunk in collision with the schooner "Kitsao" in Kauai Channel, Mar. 21, 1919 with her crew of 38 all being rescued.

- (1) Port broad, passing into Depoe Bay. (P.M.B. cover)



Album (26)

CASCADES

Old U.S. Gov't.  
Wet-ass. From  
Lewis & Dryden

(1) Port bow at Columbia River Pier.

CASCO

P.C. Wooden Steam Schooners

Lyman

569 tons; built at Marshfield, Ore by Kruse & Banks  
for Swayne & Hoyt of S.F. Carried 600-M ft. lumber

Wrecked without loss of life near Piedras Blancas Lt.  
Calif coast, June 27, 1913

Built 1906

CASCO

Album 5.

Small steel Frt. Pass.

1. Stbd. broad, anchored in harbor. Ladder down. F.

ex "Kailua"  
later "Western Trader"

Believe she is same "Casco" used by Robert Lewis Stevenson on his treasure hunts, etc.

Empire; 11/23/1918 pp. Old treasure boat "Casco" (R.L.S.) arrived at S.F. today with a load of copra and leaking badly.

Empire: 4/14/1919 The trading sch. "Casco" once owned by Robert Lewis Stevenson is now in the Alaska codfish trade

Empire: 8/27/1919 Treasure sch. "Casco" is wrecked in Kaluokyan Bay on the Siberian Arctic Coast. 29 gold seekers on her are reported to be safe. PERHAPS I HAD BETTER FIND OUT MORE ON THIS VESSEL---ADDITIONAL INFO. AS ABOVE SEEMS TO INDICATE THAT R.L.Stevensons "Casco" and the little steel frt. on this card are definitely not the same vessels)

Empire: 9/23/1919 Sch. "Casco", Capt. Oliver, and 27 man crew, wrecked on King Island. Sept. 8th during a S.E. gale. Crew taken off by C.G. "Bear" Capt. Oliver suffered injuries.



## CASCO

Pacific Sealing Ships

Canadian schooner.

73.1 gross; 63 net; 80' x 22.5' x 8.2' O.N. 125809  
Built at Oakland, Calif in 1878. Made a trip with Robt.  
Lewis Stevenson; later rumored to have been a smuggler.

Apparently went under the British flag in 1892. O.N.  
100642. Lewis & Dryden says: "A small clipper construct-  
ed for a private yacht, reached Victoria in April 1892."  
Owned by George Collins of Victoria and skippered by Capt.  
Otto Bucholtz, she hunted on the Japan Coast from 1893  
through 1895 and made better than average catches. Not  
listed with the fleet after 1895.



CASCO

Old treasure schooner

Robert L. Stevenson's

1. Picts. and some info.

(A.S. July '56; pp 9.)

2. Pict. pp. 10/ Aug. 1956 A.S.

C. A. Smith

No. 215698

Album 15.

Wood Steam Sch.

Album 18.

1. Port, nearly broad aft. Deckload lumber.  
Nine of her crew were drowned when she wrecked.
2. Port qtr. wrecked on Columbia River bar.

Built 1917 at North Bend ,Ore. by Kruse & Banks.  
1878 gross: 1048 Net: 275.2' x 50.5' x 15.4' 28 crew  
1500 h.p.

Lost at Coos Bay Dec. 16, 1923 with nine lives. More  
in files on P. C. Steam Schooners.

C.A.SMITH  
~~Pacific Coast Wooden Steam Schooners~~ Lyman.

Built 1917 by Kruse & Banks at North Bend, Ore.  
for the C.A.Smith Lumber Co.

There was some delay in obtaining her engines, so th  
that she was operated for several years as a barge of  
1500-M board ft. lumber capacity, finally receiving her  
engines about 1921. Was lost in Coos Bay on Dec. 16, '23  
with 9 of her crew of 23 lost.

1878 tons.

Emp. 12/17/1923 St. sch. "C.A.Smith" hit rocks in entrance  
to Coos Bay early yesterday and will become a total loss  
Seven crew saved yesterday and 7 more today; ten are  
believed lost...

CASSANDRA ADAMS

Full rigged ship

1. No picts.



Info. Book 35; Page 15

CASSIAR

Canadian Coasting frt.

1. No picts.
2. Se picts. as the "J.R. McDONALD"

Built at Bolling, Scotland in 1910 and slightly larger than the "Chelohsin" Both vessels were sold for scrap early in 1951 to interests in S.F. by Canadian firms, and will be towed south by U.S.Tugs.

M.D. 4/21/'51

See information in 5 x 7 files on UNION STEAMSHIP CO.

PHP (3)

CASSIAR

New Union S.S.Co.  
(Canadian)

1. ~~np/plp/p/~~ Stbd. broad, still. (Porthole)
2. See info. pp. 27 in PWB Jan. 1956. (Arctic voyage)

Built at Burrard Dry Docks in 1946 as a China Coaster type ship. She served on the Canadian east coast until purchased by the Union S.S.Co. Ltd. Her former name was the "Blue Peter II" She is renamed for the old ship of that name that served Union S.S. so long in B.C. waters This one, along with the "Yukon Princess" will be operated by Frank Waterhouse & Co. to serve Northern B.C. and S.E. Alaska. M.D. Oct. 6, 1951

She is virtually a sister ship the Canadian Pacific's "Yukon Princess" See dimensions on revers side of card on " " "  
See 'Arctic Information' Book 43; pp.34)



CASSIE HAYWARD

2-masted schooner

1. No picts.

See Page 66----Book No. 35

## CASTLE POINT

Pacific Coast Steel Ste m Schooners

Lyman.

3317 tons; built by Pusey & Jones at Gloucester City, N.J. in 1919 for the U.S. Shipping Board. Sold by them in 1924 to the C.R. McCormick Co. and renamed the "Hamlin F. McCormick". Still owned by them in 1940.

5150 deadweighttons and had 1650 h.p. triple Expansion engine made by builders in their Wilmington, Del. plant.

322' x 50' x 21.6

Album (28)

CASTLE ROCK

Calif. Ship~~e~~cafe

1. Pict. of her. (Smith River, Calif.)

2. VG. picts. and story of her (S&S Summer '57 pp 49)

Some good info. on her (NOTE BOOK No. 27; pp 126)



CASTLE TOWN

~~Pacific Coast Steel Steam Schooners~~

~~Lyman~~

3321 tons, built by Pusey & Jones at their Gloucester City, N.J. yard in 1919 for the Shipping Board.

5150 deadweight tons; 322, x 50 x 21.6 and had 1650 h.p. triple exp. built by P.&J. in their Wilmington, Del shop.

Sold by Shipping Board in 1924 to the Charles Nelson Co. of S.F. and in 1936 to John Rosnefeld' Sons, S.F. who resold her to the Coos Bay Lumber Co. The renamed her "Lumbertown" (1940) her name was changed by them again to "Coos Bay"

PHP

3.

CASTLEVILLE

Lg. Norwegian Motorship  
Klaveness Lines.

1.

Port broad; still in stream. (Porthole)

Made her maiden voyage from Europe in 1947

She was in Tacoma, Wn. Jan. 3, 1952 commanded by Capt.  
P. Haraldson.

Post Card Album (1)

CATALINA

Excursion steamer.

- (1) Port, broad, speed, (From Carl and Elmer 2/10/37)
2. Group of picts. and story. (S & S June '52  
Pages 22 to 26)

Book 32

CATALYST

P.C.A. 4.

Charter boat  
Ketchikan.

1. Port broad, speed, Fredrick Sound.

2. Blue-prints and half-breadth plans. (PMB)



74' vessel formerly owned by University of Wash.  
oceanography dept, taken over by Navy during War II was  
sold recently to the J.H.Scott Co. of S.F. and is now  
hauling tungston and lead ore from Hyder, Alaska to Tacoma  
She carries 60 tons of ore and 11 passengers.

M.D. 6/24/50

CATERPILLAR CHIEF

Sm. Canadian tug.

Sinks. See Book 37; page 52

(2)

C.A. THAYER

Cod-fish schooner

M.D. 12/31/1955 Sailing schooner "C.A. Thayer" was sold by Capt. J.E. Shields about a year ago to Capt. Charles Mc Neal and now serves as a showboat at Lilliwaup on Hood Canal. She had served for many years in the fleet of the Pacific Coast Codfish Co. owned by Capt. Shields.

The "C.A. Thayer", a 3-master was also built by the H.D. Bendixsen Shipyards at Fairhaven, being sent down the ways in 1895, sixty years ago. She is a wooden vessel 156' x 36 beam but has slightly more depth than the "Wawona"

M.D. 4/28/1956 says the S.F. Maritime Museum is planning to buy the "C.A. Thayer" and the old "Tongass" and will moor them A/S the "Balclutha" in their aquatic park. There is a \$200,000 item included in the Calif. 1956-57 budget. She is at present moored on Hood Canal.

Readied for tow to S.F. (PWB Mar. 1957; pp 5)

3/26/1948/7 To fish cod in Bering Sea this season.

4/11/1949/8 Off for Bristol Bay codfish grounds.

4/11/1950 Off for Bering Sea to codfish again this season.

8/17/1950 Capt. Ed Shields, home bound; 190,000 codfish.



Book 32

C. A. THAYER

No. 127097

Album 6.

~~Cod-fish schooner- barge~~

PHP 2

1. Stbd, broad, at sea under sail. G.
2. Stbd, broad, at Hanford St. dock as B.C.L. 711 VG
3. Port broad, two tugs in Lake Union. (Mag cut)
4. Port bow, still, sails set. (Mag cut)
5. Stbd. broad, sails at sea. (Porthole)
6. Pict. and info. pp. 25; Oct. 1953 S.&S.
7. To become marine museum 1956. (Book 44 pp. 33.)
8. VG picts. and story (S&S Summer 1958 pp 14)
9. Much info. and many picts. BOOK 44 (See Index)

MORE INFO. BOOK 35; Pages 17-38

Some info. in 1947 DIARY Page. Jan. 29



Built 1895 at Fairhaven, Calif. 452 gross; 390 Net.  
156 x 36 x 11.8 Nine in the crew.

Originally built as a coastwise lumber carrier, but  
used as a cod-fisherman during the past number of years.

Marine Digest 9/11/48 carries a picture of the ship  
and a caption stating she is last of sailing ships of  
the sound and recently returned from Bering Sea with  
a catch of 210,000 cod fish under Capt. J.E. Shields.  
master and owner. Made the run from Unimak Pass to S.  
Seattle in approximately 11 days.

Marine Digest 3/19/'49 carries a pict. of her and tells  
of her being overhauled and outfitted again this year  
for a cod-fishing season in Bristol Bay. She will have  
28 men on her.

Aug/27/'49 M.D. says she returned with 220,000 codfish  
iced in her holds. She is 156' bald-headed schooner. She  
is 54 yrs. old and was commanded by Ed Shields, son of her  
former master, Capt. J.E. Shields. Built as a lumber carrier  
in Fairhaven, Cal. she has been under sail all her  
life except as AT&S barge.

CATHERINE D

No. 216216

Album 4.

Lg. Wood. St. Sch.

1. Port, nearly broad, caught in ice.

VG

Built 1918 at P.A.F. yards in Bellingham, Wn. for their use. 2224 Gross: 1624 Net. 242' x 41.6' x 24.4'  
Twin 500 h.p. triple exp. steam from Seattle Mach. Wks.  
With P.A.F. until 1937 then laid up. Sold in Mar. 1941  
to the Navy who refitted her and renamed her "Tatoosh"  
They used her during the war as a floating repair ship.  
Emp. 3/19/1926 "Catherine D" hit an ice-berg in Icy Strait  
and although leaking badly, proceeded on to Cordova.

CATHERINE FOSS

Album 13.

Foss L. & T. Co.  
Diesel tug.

1. Stbd. broad, still, towline out, P. Sd. VG

Ex "Katahdin"



CATHERINE SUDDEN

Barkentine  
Gold Rush

1.



SEE GOLD RUSH FILES.

Add: 9/7/1900 (NOME DAILY NEWS) she had been bid in by the 'Corwin Co.' Some irregularity and the Gov't. had her put up 'on the block' again and she went to W.A. Woodin of Fairhaven, Wn. for \$1600. (Form more see story)

PHP. 3.

CAUCASIER

Belgian Steamship

1. Stbd. bow, close. (Porthole)
2. Stbd. bow, at dock. (Book 33; p. 23.)

Built 1911 at Flensburg, Germany. 450' long; 5900 tons;  
This vessel first came to the Pacific Coast and Seattle  
in Nov. 1929 when the Compahnie Maritime Belge (Lloyd Royal  
inauguraged regular stops at Seattle on a round the world  
service that began and ended at Antwerp, Belgium. She used  
to berth at old Pier 5, the J.C Hayden Dock Co. which today  
is Pier 56.

M.D. 11/25/1950

## CAVANAUGH

Yacht ex "Helene"

10/31/1939/7 War Dept bought the 200 ton 150' yacht "Helene" from Charles Sorensen of Ford Motor Co. for \$136,000. and will be renamed "Cavanaugh" for former district Engineer of Seattle, J.B.Cavanaugh.

8/3/1940/2 Big USED yacht "Cavanaugh" arrives in Juneau; will survey fish trap sites in S.E.Alaska. 148' and 232 tons. Chief Eng. Sigurdson formerly on the B. of F. "Brant" is Chief Eng. on her. Has two big 400 h.p. Cooper-Bessemer diesel engines

1. Picts as yacht "Caronia" at Juneau (PCA-10)

C. B. SMITH

Album 9.

Diesel tug

1. Stbd. broad, at pier as old Peck tow-boat. VG
2. Port broad, a/s "Gloria West" at Vesoja's place. VG

Rebuilt R.S.B. #36. Page 10.  
Collision with Russian ship  
Red Scrap Book No. 36 Page 7.



Built 1902 at Everett, Wn. as a typical Great Lakes Hbr. tug. Used out of Everett to 1907 then taken to Tacoma and remodeled by her builder, Ed Heath. In 1920 she passed to Peck Towing Co. of Everett and a 125 h.p. diesel was installed. Not used much after 1930. Rebuilt 1944 and new 165 h.p. diesel (G.M.C.) installed----sold to Archie Brown of Port Townsend.

C. C. CHERRY

Album 9.

(Old steam tug)

1. Port broad, slow, near Puget Sound shore.

VG

She was used around Skagway during 1901 and 1902 (S.D.A)

D.A.Disp. 5/27/1905 pp.4/ Capt. Chris Ahues of the tug.

"C.C.C--" is in Juneau today.

C. C. FUNK

Barkentine

1. No picts.

Info. Book 30; Page 42

BOOK 35; pp 42




C. C. PERKINS

Pacific Sealing Ships

American schooner.

26.71 gross; 25.38 net; 67.6'x16.1'x3.9' O.N. 125250  
Built at Seattle in 1874. Used by Neah Bay Indians for  
sealing, mostly in waters close to Cape Flattery in 1889.  
she was owned by D.A. Kabiss of Neah Bay and in later years  
owned and skippered by James Lighthouse or "Lighthouse Jim"  
Last reported sealing in 1895, when she took 34 skins.

XXX

Album  20.

C. D. BRYANT

Three-masted schooner.  
From Foss collection.

1. Port quarter, bad port list, wrecked near Colon.

C. D. MYERS.

Pacific Sealing Ships.

Unknown schooner

No data and do not know that she was sealing. Lewis & Dryden, p. 436, reports that she was ordered out of Bering Sea by the American cutters in 1891.

C. D. RAND

Pacific Sealing Ships.

Canadian schooner.

51 tons; 76.6'x21.7' x 8.7' O.N. 100193

Built at Vancouver, B.C. in 1891 and started sealing that year. Continued at least through the season of 1898. Owned by A.H.B. MacGowan of Victoria and skippered by Capt. Olof Westerlund. On July, 4, 1894, she arrived at Sitka with 19 members of her crew (Indians) secured under hatches and her guns, which had been sealed by the U.S.S. Mohican broken open. Capt. Westerlund reported to the Governor that the Indians had mutinied and that they had possession of the vessel for 7 days before he overpowered them. A force was sent from the U.S.S. "Pinta" to remove the mutineers to jail.

VG "Mutiny on the Rand" A.S. Sept. 1958 pp 16



CEDAR

Album 5.

U.S.Lighthouse Ser.

1. Port, nearly broad at Lighthouse dock Lake Union. F
2. Port, broad, leaving Ketchikan dock. P.C.Album 1.



2/11/1938/6    "Cedar" reported disabled off Pt. Retreat;  
and had drifted on Poundstone Reef sustaining some damage. Picked up by the Capt. James Fornance" and towed to Tee Harbor. Late today she was reported being towed into Juneau by the Lighthouse tender "Hemlock"

CELIA

Wooden Steam Schooners of the Pacific Coast.

Lyman

173 tons, built at Benicia 1884 by Matthew Turner for G. H. Collins of S.F. Had a compound steam engine built by Hinckley, Spiers & Hayes. Her first use was as a produce packer, carrying vegetables from the South Coast around Ventura, to S.F. She later went into the red-wood lumber trade.

Was sold to D. Beadle in 1901; and resold to Swayne & Hoyt in 1904.

Wrecked without loss of life at Point Joe, just below Monterey, Aug. 28, 1906.

CELILO

Album #3.

Wooden St. Sch.

1. Stbd. bow; laying at dock Seattle. G.
2. Good pict. Page 41; Aug. '53; S.&S.

Wooden Steam Schooner built 1913 at the St. Helens shipbuilding yard in S.F. for the McCormick Lumber Co. who owned the shipyard.

Fitted for passengers and carried 900-M ft. lumber and powered with 800 h.p. triple-expansion built by the Main Street Iron Wks. of S.F. Sold in the early '30's to Chas. C. Gillespie of S.F. where she was laid up after Oct. '38. In March, 1938 she was sold by the U. S. Marshal to the Interocean S.S. Corp.



CELILO

Calif. tug boat.  
1956

1. VG picts. of tug at sea, disabled and rescued by airlift  
PWB Oct. 1956 pp. 11.
2. Pict. as ex. TP-tug; now a unit of Upper Col. River  
Towing Co. (pp 4; Jan. 1957 PWB)



CELILO

Pacific Coast Wooden Steam Schooners

Lyman

943 tons, built 1913 by, J.H.Price at ST. Helens, Ore. for the McCormick Lumber Co. who also owned the shipyard.

Was fitted for passengers and carried 900-M. ft.  
Had 800 triple expansion steam.

Sold in early 30's to Charles Gillespie of S.F.  
and laid up there after Oct. 1938.

In March, 1939, she was sold by the U.S.Marshalls  
Office to the Interocean S.S.Co. and still in use.

Book 32

CELTIC

No. 209594  
F.I.P. tender

1. Port near broad, speed. (Mag. cut)
2. VG Stbd. broad; Ketchikan (PCA-10)

Cannery tender of Fidalgo Island Packing Co. based at their Ketchikan plant. 80' x 17' x 7.6' and is a sister in all respects to F.I.P.s "Chacon" except for superstructure.

Powered with 190 h.p. Hendy diesels turning 900 r.p.m. Direct reversing and swinging a 58" x 58" wheel through 3 to 1 reduction gears. Speed  $10\frac{1}{2}$  knots.

Motorship May, 1946

Built 1912 at Seattle, Wn.

58 Gross: 39 Net: 72' x 17' x 7.5'

(Had 100 h.p. C.O. in 1943.)

# CENTENNIAL

Steel Steam Schooners of the Pacific Coast. Lyman.  
(First of 5 foreign built steel ships used in P.C. Lmbr.)

2075 tons, was iron steamer built in London, Eng.  
in 1859. She came under U.S. registry in 1898, having  
previously for some time been Danish.

She was owned for a couple of years by Peter Larsen  
of Seattle and from 1900 by Chas. Nelson of S.F.

From 1902 to 1920 she was operated between Seattle  
and S.F. by E.E. Caine, along with the SANTA CLARA. She  
dropped from registry shortly thereafter.



CENTENNIAL

Old steamship used to  
Westward Alaska 1900  
May have been sail.

1. No picts.



Lost at Cape Nome during a gale on the second and 3rd of Aug. 1900 Fifteen persons were drowned.

May have been the sailing ship of that name that was wrecked at Nome. No. 125415 1286 gross 1138 net; Built at East Boston in 1875 190' x 38' x 24'

A vessel of the name and number---and dimensions was listed with the A.P.A. fleet in 1901 so there must have been still another "Centennial"

D.A.Disp. 12/8/1904 A.P.A. str. "Centennial", Capt. Stannard (Stannard) was damaged by fire yesterday.

CENTENNIAL

No. 127252  
Old U.S. Steamship

1. No picts.

D.A.Disp. 10/24/1913 says the old str. "Cen--", lost 6 yrs. ago was reported found, abandoned, fast in ice off Saghalien Island, (Inokkosk Sea---north of Siberia) lifeboats gone and fate of crew unknown.

D.A.Disp. 4/10/1905 Str. "Centennial" is aground near Pt. Wilson. Expected that she will float off on the next tide, undamaged. Fog caused grounding.

D.A.Disp. 8/29/1905---Reported captured by Japs, along with the S.S. "Montara".

Not to be confused with a ship of the same name used during Ala ka Gold Rush and wrecked at Nome in 1900.

This vessel was built in 1859 at, London, Eng.

2075 gross; 1184 net: Left Hakodate, Japan, Feb. 24, '06 and never heard from. 38 men on board presumed lost.

324' x 35.6' x 13.1' 1180 h.p. and carried a crew of 54, normally. Originally built for Danish interests but had the same name.

DAILY ALASKAN (Skagway) Feb. 7, 1903 says Pacific Pkg. & Nav. Co. has added the str. "Centennial"

She grounded on Puget Sound Apr. 10, 1905 and was refloated apparently undamaged on the 12th.

Towed disabled "Santa Ana" from Nome to Seattle in 1901 owned that year by the Northwestern Commercial Co.

Was not wrecked at Nome in 1900. Capt Eaglo was ashore when the blow hit and the Mate had to put out to sea and seek shelter behind Sledge Island. Sept 12, 1900.

D.Id.News: 12/4/1901 says she was chartered by the Trans\* Alaska Transportation Co. for runs to Western Alaska



CENTRALIA

Pacific Coast Wooden Steam Schooners

Lyman

487 tons; built 1902 by J.W.Dickie & Sons at Alameda for Thomas Pollard, of S.F.

Carried 575-M ft. lumber and had 475 triple expansion engine from the Golden State & Miners Iron Wks.

In 1920 she was sold to M.C.Mason of S.F. and five years later to the Bayside Redwood Co.

In 1930 she went under Panamanian registry.

D.A.Disp. 1/23/1916     St. sch. "Centralia" is aground on Gray's Hbr. bar and the str. "Governor" is standing by.

P.C.A. 5.

CERES

Cannery tender

1. Stbd. bow, close, at Oil dock, Ketchikan.



# CERES

Panamanian frtr.

1. Info. only.

pp. 27; Book 41.

2. Carries largest lumber cargo

pp. 22; Book 42.

Book (29)

C.G. 50032

Fifty footer.

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

1. Stbd. bow, near tug assisting Liberty ship. (Mag. cut

Book (29)

C. G. 38740

Picket boat

(1) Stbd. bow, speed. (Mag. cut)

C. G. 83523

C.G. 83 footer  
Bellingham.

1. Pict. and info.

Album 43.



C.G-65401

New '54 Wrangell  
Narrows tender.

1. Picts. and story. P.W.B. July '54; pp. 21.
2. Arr. Ketch. July 16, 1954 on her initial trip to  
Alaska. Replaced old 52' er at Petersburg.
3. More good picts. and info. P.W.B. Aug. '54 pp. 15
4. Passing thru. Ketch. Sept. '54 (PCA--7)

C.G.83524

P.C.A. ⑤

83 footer.

- ① Stbd. broad at berth in small boat harbor.
- ② Stbd. broad on N.C.Co. ways. Aug. 1948
3. Pict. and story---leaves Juneau. Book 42; pp 26-27

7/24/1948 New 83' C.G. arr for Juneau station.

7/27/1948/8 C.G 83524 Capt. Wm. Bentler ready for service.

C.G--95301

Juneau based cutter

1. VG broadside in Juneau Boat Hbr. Apr. '54 (PCA--7)
2. VG picts. on N.C.Co ways, etc. (PCA-10)

See pict. and article on the sister ship to this one----  
the CG-95302" speed. and has aluminum house. (PWB--  
Feb. 1957; pp 21)



C.G.-95304

Sm. cutter; Juneau

1. Replace "C.G.-83524" at Juneau. Book 42; pp26-27

C.G. WHITE

Pacific Sealing Ships

American schooner

77 tons; 81.5' x 25' x 9.5' ON. 126439. Built at S.F. in 1887. First listed with sealing fleet in 1890. Previously Col. River pilot boat. (Lewis & Dryden) Said to have been first S.F. schooner to hunt on Japan Coast. In 1890 under Capt. Hageman left S.F. Feb. 15. Got 25 seal on Calif. coast then to Asiatic side and got 476 more. Then on to Copper Islands and took 59 in 4 or 5 days. Then all six of her boats went astray in a fog and Capt. and a boy sailed back to S.F. Two boats landed on Copper Ids. and the crews gave themselves up to the Alaska Commercial Co. Three others were fired on by the Russians as they landed and one man killed and two wounded. Survivors returned to S.F. by Alaska Comm. Co. Last boat is not accounted for.

She went out again in 1891 and 1892, making fair catches. In 1893 she hunted the Japan Coast then went over to Alaska side and was seized by a Rev. cutter and sent to Sitka in charge of a prize officer. In 1894 she was out again on Japan Coast and on Alaskan coast in 1895. In April, 1895 she was off Cape St Elias in company

with the "Libbie", "Favorite", and "Walter A. Earle" when a gale and snowstorm came up. Temperatures went to near zero. The "White" had her sails blown away and rudder disabled. She drifted helplessly and finally struck a reef on Kodiak Island on April 13, Of her 27 man crew 11 were drowned or died of exposure and 5 lost their hands or feet from frost-bite.

C. G. WHITE

Pacific Coast Wooden Steam Schooners

Lyman

169 tons, built 1884 at S.E. Calif. for Lewis Olson of that port, possibly for use as a sealer; but her career was very brief, as she is not listed after 1885.

She was classed as a genuine steam schooner, having a three-masted rig and a small steam engine.



Album 15

CHACO

No. 214149

First unit of P.Sd Frt.L.

1. Stbd. broad. slow in fog.



Chartered from the Inland Nav. Co. in 1919.

Her foundering in Commencement Bay Sept. 21, 1924 almost spelled disaster for the newly organized Puget Sound Freight Lines.

Built in 1916 at Dockton, Wash. 104 gross; 96 net.  
57.8' x 21.9' x 4.9' Had 80 h.p. engine.

#### NOTICE

M.D. June, 3, 1950 carries a story of the P. Sd. Frt. Lines and says the Chaco was the first unit of the firm started by the late Capt. F.E. Lovejoy who died in 1940

It was the "Rubiayat" that foundered and not the "Chaco"

More info. Book 36 Page 48

Book 32

CHACON

No. 209595

F.I.P. Co. tender

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

Sister in all respects to the Celtic owned by the same Co. and based at their Ketchikan plant, except for different superstructure. 80' x 17' x 7.6' Speed  $10\frac{1}{2}$

Powered with a 190 h.p. direct reversing Hendy diesel turning 900 r.p.m. and swinging a 58" x 58" wheel on 3 to 1 reduction gears. (Motorship May 1946)

58 Gross: 39 Net. 72' x 17' x 7.5'

Built 1912 at Seattle, Wn.

4/16/1937 (K. Fish News.) Wrecked in Georgia Strait--  
crew taken off by the "Cydonia"

CHACON

No. 215992

Album (22)

Ketchikan mail boat.

- ① Port broad in Ketchikan harbor
- ② Stbd. broad in " " " " different paint.



Built 1918 at Tacoma, Wash.

53 Gross: 34 Net: 55.8' x 16.4' x 7.6'

Owned in 1943 by the Central Transportation Co. of  
Ketchikan.



XXX

Album 18.

CHALAMBA

Steel steam schooner.

1.

Stbd. nearly broad, distance, port list on reef.

2.

Port bow of same wreck as above.

Ran ashore on White Cliff Island June 17, 1927 night. "Curacao" and a Canadian tug standing by. She is under charter to the Pacific S.S.Co. Eventually hauled off and proceeded south for repairs. A Prince Rupert tug and the S.S. "Curacao" were standing by. Was on the rocks about a week before being refloated and towed south she was a wooden hulled motorship.

Emp. 11/13/1922/6 Rammed and sunk the wooden st. sch.

"Halco" below Altoona on the Col. River yesterday. She was unhurt.

Emp. 6/18/1927 M.S. "Challamba" of Adm. Line, is ashore on White Cliff Island, B.C. today. Northbound. Str. "Curacoa" standing by. Does not seem badly injured.

CHALCEDONY

Old sailing bark

1. No picts.

Mentioned in Marine Digest Mar. 3, 1951 as being operated to Alaska (Sitka) to carry ice to S.F. Calif. Grandfather of F.E.Lovejoy (P.Sd. Frt. Lines) was master and part owner and he settled at Coupeville, Wn. later.



# CHALLENGE

Pacific Sealing Ships

American Steam Schooner

37 tons: Off. No. 126339 Built in Seattle 1882  
 62.5' x 17.4' x 6.1 Owned by Albert Douglas with H.B.  
 Jones, Master. Carried a crew of 14 whites and one  
 indian and was seized by a rev. cutter in the Bering Sea  
 on June 30. 4 rifles, 5 shotguns and 151 seal skins  
 were confiscated and the vessel was sent to Sitka. The  
 following year she was purchased by Capt. Adolph Ridd-  
 bjelke, who used her in the sealing game during the next  
 four years. On Nov. 10, 1891, Capt. Ridd---took her  
 into Bering Sea to attempt a raid on the rookeries at  
 St. Geo. Id. They made a landing and killed a few seals  
 But the weather forced them to leave after securing only  
 37 skins. In Jan. the vessel was seized at Unalaska and  
 the crew was sent to Sitka where they spent a month in  
 jail. What was done with the vessel was not reported,  
 but her sealing career evidently ended as she is not  
 listed with the fleet in following years.

According to Lewis & Dryden, she was built by Capt.



E.H. McAlmond and used for seal and sea otter hunting and for trading voyages to Alaska. She was skippered by Capt. Henry McAlmond for many years and in 1886 was sold to Chief Peter of the Neah Bay tribe. In 1887 she was wrecked near Nitinat, Vancouver Island and "Cultus" Geo. was drowned.

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

Built by the San Diego Marine Construction Co. for Capt. Oakley J. Hall head, of the Star & Crescent Co. She made her trial runs in Dec. 1948 and clipped off 13 knots. 104' x 24' x 15' depth and draws 13' water.

Powered with a Model 16-278 A General Motors Cleveland diesel 1600 h.p., 16 cylinder with a 2 to 1 reduction gear. She carries 35,000 gals. diesel fuel. Her tow winch is rigged for tandem towing and has two drums, one holds 1600' of  $1\frac{1}{2}$ " cable and the other 2200' of  $1\frac{1}{4}$ " cable

Commanded by Capt. Jim Commons and with chief eng. Jans Jacobsen.

Capt. Hall chose the name in memory of his big wood and steel tuna clipper of that name which he had in 1940 She was taken over by the Navy and lost in a typhoon off Okinawa.

P.M.B. Feb. 1949

# CHALLENGER

Steam sloop-sealer  
1892

5/28/'92 seized for illegal sealing; Capt. Ridderbjelke and held at Sitka.

9/1/'92 vessel was sold at Unalaska and her cargo etc. sold at Sitka. Oscar Holm was manager and part owner of the vessel. 37 seals and 2 shot-guns sold at Sitka

8/19/'93 she was sold to a Father Tosi to be used in mission work on the Yukon River by the Roman Catholics.



# CHAMPOLION

Lg. French liner

1. Pict. and info. Ashore.
2. Story of wreck
3. More info.

Book 40; pp. 44  
Book 34; pp. 43  
Book 33; pp. 42



CHATEAU THIERRY

Old U.S.A. Trans.

1. Sold from Olympia storage. etc. (Book 44; pp 43-44)

## CLIPPER SHIPS

East Coast-Calif.

1. See Picts. and story "The Incredible Clipper Ship Race  
SAGA Oct. 1959 pp 34.
2. See "Champion of the Seas" BOOK 44.(Speed records)

List page 67 in Book 37

Good East to West passages: N.Y. to S.F. Via Cape Horn

"Sovereign of the Seas" 103 days

"Glory of the Seas" 96

"Flying Cloud" "Andrew Jackson" "Sword Fish" and "Flying Fish" all making passage in from 89 to 92 days.

Other clippers of the period were:

"Blue Jacket", "Chariot of Fame", "Dashing Wave" "Flying Mist" and St.David"----all varying in tonnage from 1800 to 4900.

CHANG YUNG HO

Korean pass. str.

Info on sinking. BOOK 33; pp 48

Album 25/

CHARGER

No. 125236  
American schooner

1. ~~No picts.~~ Bow view of sunken wreck taken in 1910



Built 1874 at, Boston, Mass. 1376 tons; net; 1443 gross;  
203.2' x 39.8' x 24' Carried crew of 15 men.  
Stranded in Karta Bay, Alaska Oct. 10, 1909 There was  
a crew of 6 men on her and none lost.

Early Wrangell and Ketchikan papers carried the story.  
It seems that the steam tug "Tyee" of the P. Sd. Tug Boat Co.  
had brought the "Charger" and the schooner barge "Palmyra"  
to the Mount Andrew mine. Both vessels were loaded with  
copper ore for their southbound tow. The "Charger" with a  
a load of 2400 tons of ore sprung a leak on Sun. Oct. 10.  
1909 and the "Tyee" towed her into Karta Bay and beached  
her. The ore was later salvaged but the stranded barge  
was never refloated. (Ed Keithan told me a story told him  
by Indians in the vicinity----about the medicine man claim-  
ing he worked a spell on the ship when she was at anchor  
as a protest against white men and she sank)

CHARLES B KENNY

Old bark.

1.

Used at Koggiung (Bristol Bay) by the Union Pkg. Co. of  
Tacoma in 1905

XXX

Album 18.

CHARLES CHRISTENSEN

Large Arrow Line Frtr.

1. Port nearly broad, aft; upright near pebble beach.
2. Port bow; another view of same accident.
3. Head on from on beach in distance. Tugs "Goliah" and "Commissioner" standing by. Album 19.

Built 1919 at Seattle, Wn. as the "West Hepburn" for  
the U.S. Shipping Board. 2500 h.p. 35 crew  
5630 gross; 3495 net; 409.7' x 54.2' x 27.2'



CHARLES COUNCILMAN

No. 127421  
Steam tug.  
(Intrpid)

1. Picts. as the "Intrpid"

Built 1900 at Ballard. Wn. 123 gross; 55 net;

85.5' x 21.2' x 10.3' Sister ship to the "John Cudaby"

Built by Kirby for the P.A.F. Co. In 1904 she passed to Spreckles of Honolulu. Later to Ship Owners and Merchants of S.F. and in 1932 to Gilkey Bros. In 1936 she was sold to Delta Smith of Olympia. and in 1940 she became a unit of B.T.B.

CHARLES D LANE

No. 100640

Some kind of old Str.  
which ran to Alaska

1. No pict.

She left Nome towing the sch. "Vega" 7/12/1901 and when  
wrecked the "Vega" took pass. back to Nome, decalmed but  
crew rowed a boat many miles. Capt. Chas. W. Ames was in  
command of "Lane"

Nothing on her other than mention in EMPIRE Apr. 18, 1910 as having wrecked prior to 1910 while southbound from Nome.

S.S. "Chas. D. Lane" wrecked on Nunivak Island 12:30 Sat. July 13, 1901 Pass. and crew all picked up by the schooner "Vega" and taken to Nome.

She was formerly the S.S. "Irrawaddy" and was bought in N.Y. in 1900 by the Wild Goose Co. who put her on the Nome run.

Built 1873 at Dumbarton, Scotland as the "Irrawaddy"  
2553 gross; 1608 net; 325.5' x 36.1' x 19.5'

Info. in Book 37; page 72.

Full story of wreck and good history of her in NOME NEWS  
'8/6/1901 (Territorial Museum)

7/7/1900 NOME DAILY NEWS: She pulled out leaving many passengers who had booked passage south on her. A storm forced him to put out to sea and instead of riding it out in the lee of Sledge Island he went South. Passengers pretty much 'put out' etc.



CHARLES E. DANT

C-2 type vessel  
States S.S.Co.

1. Port broad, still in stream. (Porthole Pict.)
2. Port broad, still in stream. (Book 33; p. 23.)



Some info. Book 42; pp. 21

M.D. 4/28/1956 Begins her 50th voyage for States S.S. Co. this week when she left S.F. for Japan, Korea and other points in the Orient.

The vessel, originally christened the "Flyaway" when christened in 1944, she was purchased by States S.S.Co. in 1946 Then rechristened in honor of the late founder of the firm of Dant & Russel.

M.D. 4/13/1957 "Chas. E. Dant" of States S.S.Co., reported sold to the Grace Line. Though presently under the name of "UTAH", it is expected that her new owners will change it to correspond with the Grace Lines "Santa" names.

The 10,350 ton C-2 vessel was constructed in 1943 as the "Flyaway"

CHARLES E DANT

2nd of Name.

1. Information on new vessel of the name. BOOK 45; pp 26

CHARLES E MOWER

Lg. ATS transport.

1. PICT. "Sgt. Charles E.Mower." BOOK 32 pp 39

CHARLES G WILSON

~~Pacific Sealing Ships~~

~~American schooner~~

59.10 gross; 56.15 net; 65'x24'x5.9' O.N. 125457  
Built at S.F. in 1875. Listed as sealing and sea otter  
hunting out of S.F. in 1886 and 1888 with Capt. Robert  
Turner, master. No other data.



CHARLES H. GILBERT

New F.W.S. vessel

1. Port broad, speed. (Mag. cut) (Book 33; page 29)
2. Good near broad, slow. Page 30 June '52 P.W.B. mag.



Complete info. page 30 in Pacific Motor Boat (Work Journal  
for June 1952.

To be rebuilt----Album 48; pp. 9

CHAS. H. HAMILTON

No. 127290

Yukon River str.

1. No picts.

Built 1897 at St.Michael by the North American Trading  
and Transportation Co. 595 tons; Hull beached near  
St.Michael Canal in 1944 297 net; 190' x 38' x 5.5'

No. 216656

CHARLES L WHEELER Jr.

Built by the Albina Engine and Machine Works in Portland  
as the "Point Judith" in 1918

Famous as the good little steamship which made The Dalles  
known as a 'seaport' by being the first ocean going  
vessel to transit the Columbia river that far. She  
made the trip as part of the dedication of the Bonne-  
ville Dam lock, July 10, 1938. She carried 1420  
tons of freight on that trip. Named for Chas. L.  
Wheeler, vice pres. and general manager of the Mc-  
Cormick S.S.Co. now the steamship division of Pope  
& Talbot, Inc. Capt. Arthur Riggs, Portland pilot and  
Capt. Peter Lund, master were on the bridge.

Ran faithfully for ATS during War II and afterwards went  
into retirement at Olympia until sold this year to  
the Puget Sd. Bridge and Dredging Co. and reduced to  
scrap

2205 Gross; 1348 Net. 289' x 44.1 x 19  
1400 h.p steam. 27 crew. Owned in 1925 by Swayne & Hoyt



1. Pict. of her in Tongass Narrows; War paint; (Album 28)

7/20/1938/6 She docked at The Dalles, Ore, 200 miles up river from the sea for the first time in history a sea going vessel made the transit---Bonneville Locks opened



CHARLES NELSON

Pacific Coast Wooden Steam Schooners

Lyman

Built 1897

Never sailed under Russian ownership but was scrapped  
at Antioch about 1926

Album 25

CHARLES NELSON

Wooden steam schooner

1. Port near broad, burning at Fields Landing (Eureka, Calif.) Apr. 23, 1914. Steam tug. a/s

D.A. Disp. 12/18/1901 She is to be turned back to her owners, ~~by~~ by the P.C. S.S.Co.  
D.A. Disp. 11/11/1903 Str. "Chas. Nelson" became water-logged and was abandoned yesterday, off the Ore. coast. Capt. Gunderson, in command. Ship and lumber cargo considered a total loss.

Used as an Army Transport during the Spanish-American War. She was shelter-decked and painted white then, and made several trips to the Philippines.

COUNCIL CITY NEWS 2/6/04 says she was wrecked Nov. 3, 1903 when she foundered off Heceta Head on Ore. coast. Had 800,000 ft. lumber. Crew took to the boats and were picked up by the tug "Sea Rover" She was in the lumber trade between Astoria and S.F. (The lumber in her holds probably kept her afloat as she was still in existence in 1914 as she burned at Eureka, Calif. Apr. 23, 1914

On Apr. 27th 1901 she was ashore in Taku (Hbr. or Inlet) (?) Nome News. This date.

NOME NEWS 2/2/'04 says she was waterlogged Nov. 8, 1903 near Heceta Head. 36 pass. all saved.

See a little more info. Card on "Nelson"  
Had passed to P.C.S.S.Co. when Dodwell & Co. transferred  
their vessels and business to them. Their charter expired  
and the vessel will go back to her original owner and  
namesake---Chas. Nelson of S.F. Calif. 12/19/1901



CHARLES R. MC'CORMICK

PHP. 1.

Large steel freighter.

1. Stbd. bow, at Seattle Pier. (Porthole)

Info. Book 36 Pages 8..9



CHARLES R. WILSON

Album (6).

Cod-fish sch. - Barge.

(1).

Stbd. broad, at pier outfitting as cod-fisher.

VG

See Red Scrap Book Pages 8 & 9 (Book 36)

To become a breakwater----Album 48; pp 25.

5/18/1945/8 Owned by Capt. J.E. Shields and skippered by  
Capt. Knute Pearson, sails for Alaska codfish banks.  
Shields has also repurchased his "C.A. Thayer"

Book (31)

CHARLES TUFTS

Liberty ship

1. Stbd. broad, nose ashore, N.Y. City. (Mag. cut)

CHARLES W MORGAN

Square-rigger  
Whaling ship

1. Port broad at old pier. (P.40; Aug. '51 Ships & Sail)
2. Group of good picts. and a story in Aug. '52 " " pages 8--9.

Some info on same page as Pitt. in Ships & Sailing. ---

See page. 391 Vol. I. No. 4. AMERICAN MERCURY (Story)



P.C.A. ⑥

CHARLES W

~~Ohmer's shrimp boat.~~

- ①. Port broad speed in Wrangell Narrows.
2. Port broad; shrimping in Thomas Bay; winter.
3. Bow view taken at same time as above.

CHARLOTTE B

Album 11.

Libby's  
Cannery tender

1. Stbd. nearly broad aft. a/s tin tug Seattle Hbr. G

PHP

3.

CHARLOTTE STRAITS

Ex U.S. "TP"  
Arctic Queen

1. No picts.
2. Port broad, slow. (Porthole Pict.)
3. VG Cover Pict. on July 1959 PWB.

Was the U.S. Army TP 225 and recently became the 21st unit of Straits Towing Co. fleet.

Passed to Straits Towing Co. Ltd. of B.C. in 1951  
Completed at Petrich Boat Works, Tacoma in 1944.

After the war she became the "Arctic Queen" and then was taken over by Straits Towing and Salvage Co. Ltd. of Van. B.C. and renamed "Charlotte Straits" 97' and powered with a 450 F.M. diesel eng. Has 1800' of  $1\frac{1}{2}$  towline on an electric winch. Cruises 4000 miles on 10,500 gals of fuel.

M.D. 6/2/'51

M.D. 3/21/1959 Repowered with the 805 h.p. engine from the old "Lapointe" which in turn is being repowered with 1200 h.p. (NOTICE---I erred. The "Lapointe" eng. will go to the "Haro" and the "C.S.--" will get an 800 h.p. Burmeister & Wain unit with controllable pitch prop.



# CHARMER

Album ②

ex "Premier"

Med. Pass. Str.

①

Port, broad, speed,

G



See reverse side of car on "Premier"

See account of her collision with "Tartar" in wreck files.  
Card on "Tartar"

M. D. Oct. 5, 1935---Famous old Canadian S.S. "Charmer", once the queen of the coastwise carriers in B.C., was burned Monday on the beach at Albert Head, B.C., for the metal in her hull. Her passing marks another unit of the old time North Pacific fleet to have reached the end of their historic careers.

CHATHAM

Album 4.

Album 21.

ex "Evelyn Berg"  
Wooden Steam Sch.

1. Port, broad still, in stream.

G.

2. Sunk in Wards Cove.

9/1/1938/6 "Chatham" beached in Wards Cove after fire in engine room does \$15,000. damage. Fire started yesterday while the str. was laying at the Salmon By-Products Co. dock in Wards Cove. Eng. room and deck-house badly damaged. Capt. Olaf Hansen. Burned 5 hours before put out by K. F. Dept. ("Hunt" and C.G. "Alert")

9/2/1938 "Chatham" total loss. Cargo of salmon and ore to be salvaged. Loss \$35,000.

9/12/1938/3 Raised and refloated. Towed to dock to unload.

9/19/1941/6 Hull refloated and to be repaired and repowered by Jimmy Sayles of Ketchikan.

C. H. BRADLEY

No. 127254  
Yukon River str.

1. No picts.



Built 1898 at Ballard-----a 29 ton screw str. Was on the  
beach at St. Michael in 1944 20 net; 69.7' x 11.4' x 4.5'



Book 32

CHEAKAMUS

Album 5.

Small Canadian Pass Str.

Album 7.

1. Stbd. broad, speed in B. C. waters. full house. G
2. Stbd, quarter, slow; as Col. Jennings salvage tug. G.
3. Port, broad, speed, Seattle as A. T. S. " " VG
4. Port qtr. slow.

Built as a sleek passenger str. in 1910 at Dublin, Ireland under the name of "Cheslakee" Shortly after she she came to Vancouver, B.C. and entered the service of the Union S.S.Co. In Jan. 1913 while on the Bute-Toba Island run she hit a rock at the entrance to Vananda on Texada Id. and sank with a small loss of life. Raised a month later only to turn over and sink again before she could be beached. It then took nearly a year before she was again raised and rebuilt. Renamed "Cheakamus" in 1914 and ran opposite the old "Cassiar" until the advent of the "Cardena" and "Catala" She then became a salvage tug until the war when she was taken over by A.T.S. U.S. 145.3' x 28.1' x 10' 689 gross; 403 net. and has a 550 h.p. steam plant. Turned over in Sept. 1949 to the P. Sd. M. Historical Society by Perry D. Moore, representing C. Arthur Foss of the Foss Co.

On Dec. 9, 1950 she was burned down to her bare metal  
near Kennedydale, Wn. For her scrap. Built at Dublin  
Ireland in 1910

CHECTO

No. 126409

Str. May have been

tug. 1902

1. No picts.

Built 1887 at Benicia, Calif. 103 gross; 98 net;  
83.6' x 27.4' x 7.2' (See Blue Book for spelling of name)

Apr. 5, 1902 she was wrecked crossing Queen Charlotte Sd.  
during a gale of wind. She was towing the str. "Concordia"  
and two barges with material to build the light station on  
Lincoln Rock. Apparently all the units became total loss  
There was, however, no loss of life.

NOTE: Believe this is a mis-spelling by old news-papers,  
there is a vessel named "Chetco" that is listed in  
Blue books about this time and it may be her.

NOTE: Disregard above note----MacBride lists a "Checto"  
on the lower River in 1900.



## CHEERIO

Cruiser--troller

1. Port qtr. in Taku Inlet (PCA--6)
2. Berthed in Juneau Boat Hbr. May 1950 (PCA--6)
3. Near Ellis Hanger; Ketch. Apr. '54 (PCA--7)



Owned and fished by John E. Turner in 1950--51'

XXX

Album 9.

CHEHALIS

(Old steam tug)

1. Port bow, a/s "Equator" towing flat rafts. G
2. Port, broad, at dock, as Passenger steamer; old. G
3. Stbd. broad, at dolphin as tug. VG
4. Dead ahead, bad stbd. list, scow a/s as she was  
on North Reef in 1921 Album 19.

I believe as a steamer (Passenger) she is the vessel of that name that is mentioned in the ALASKA NEWS May, 2, '95 Made an excursion to Taku Glacier with 69 passengers.

Rammed and sunk 7/27/1906 in Vancouver Narrows by the S.S. "Princess Victoria" 10 lives lost----6 saved. She sunk in about 10 minutes and it took 20 mins. to launch a boat from the "PR. Vict." Capt. Howse of "Chehalis" was rescued. Capt. Griffith commanded the "Pr. Vict." He was tried for manslaughter and found blameless

CHEHALIS

Album #3.

Wooden St. Sch.

1. Stbd. bow; laying at dock. Smoke. G

663 ton; built at Fairhaven Calif. 1901 in the Bendixsen yard for Sudden & Christensen of S.F.

In 1936 she was sold by the R.C.Sudden estate to J. H.Hansen, S.F. and two years later resold to Mexican owners, although I believe she is still laid up in S.F. Carried 725-M ft. and had 675 h.p engine from Fulton Iron works.



CHELAN

Canadian FS-tug.

Ex. FS-245, "Veta C."

1. See stories on tragedy in DAILY RECORD for 1954
2. Steering gear blameless---Book 39, pp. 12

(Keith Brooks---2476 West 7th Ave. Van. B.C.--6/8/54)

Built 1944 by the Northwestern Shipbuilding Co. of Bellingham, Wn. 141' x 33.5' x 15.5' wooden hull--- (standard U.S.Army 148' FS)

Powered with an 875 h.p. Fairbanks Morse diesel of 5 cyl. having a 16" x 20" bore and stroke.

She was radar equipped

Purchased shortly after War II by owner-skipper, Capt. Clarke of Van. B.C. During most of the time that he owned her she was under charter to the Frank Waterhouse Co. of Canada and ran in their colors. The Union-Water " acquired her from Capt. Clarke in 1953 and renamed her "Chelan" She was used for a while on the logging run in B.C. normally serviced by the S.S. "Cardena" which had been rammed and seriously damaged in a collision with the "Princess Elizabeth"

Her tow on this last run was the "Bulk Carrier No.1" ex "Princess Mary"

Book 29

CHELAN

Coast Guard

1. Stbd. broad, still; good; (Magazine cut0

2. V.G. pict.

pp. 40; Book 41.

M.D. 10/24/1953 (20 Yrs. ago) The U.S.C.G.S. "Chelan"  
Commander F.A. Zeusler in command, is due in Seattle to-  
day from season's cruise in Bering Sea. Will berth a/s  
"Haida" at C.G. moorings in Seattle.



# CHELOSIN

Album 5.

Small old Pass. str.

1. Stbd. nearly broad at dock. Steel hull black. G.

David planned a floating dehydrating plant. 5 men went to work, plugged holes with cement backed by timbers and around 8th of Jan. 1950 refloated her and she now lays safely moored at North Vancouver. All shipping men amazed. Vessel will be worth \$250,000 when repaired. M.D. Jan. 14, 1950



On rocks at foot of Siwash Rock, Stanley Park, entrance to Vancouver harbor. Two of the largest salvage companies of the port tried to get her off without success. Underwriters gave up the job, paid the insurance, and offered her for sale. Bought by Victor David (specialist in desiccation of P.C. fish for human consumption.) OVER Cont'd.

Considered a total loss and will be advertised for sale, as is, where is.

M.D. 11/19/'49

Sold for \$1500. and was still firmly held on rocks Jan. 7, 1950 M.D. Salvaged by a Victor David and has been sold to dismantlers for \$25,000. Built in Dublin in 1910. Will be towed to S.F. Calif. by an Am. tug.

M.D. 4/21/'51

CHEMAINUS

Album 12.

Canadian steam tug.

VO 20 B

1. Port, broad, towline out; "Clenboro" near by. VG

CHENA

A.S.S.Co. Liberty

1. Pict. and info.

Album 43.

Some info. on A.S.S.Co. Liberty ship. (NOTE BOOK 1.pp 3)  
Formerly the N.T.Co. "Chief Washaki"

CHENEGA

Ex U.S.L.H.T. "Rose"

See card on "ROSE" (Lighthouse tender)

PICT. Info. repowered etc. BOOK 45; pp 3.



CHETCO

No. 126409  
Old steam tug.

1. No picts.

See card on "Checto"

D.A.Disp. 5/14/1902 pp-3; Says the str. CHETCO, a tug, towing two scows and the river str. "Concordia", wrecked in Queen Charlotte Sound and all were lost. No lives were lost however, The tow had supplies for the building of the Lincoln Rock lighthouse.

CHETOPA

Pacific Coast Steel Steam Schooners.

Lyman

3545 tons; built 1918 at Newark, N.J. yard of Electric Boat Co. 5350 deadweight. 1500 h.p. ~~triple~~ triple from Westinghouse at Essington and were geared steam turbines. 324' x 46.2' x 25'

Sold by U.S.S.B. in 1926 to Chas. Nelson Co. of S.F. who sold her in 1937 to P.F.Soto who renamed her the "Phyllis Soto"

In 1938 she passed to Yugoslav owners.

CHETZEMOKA

P.C.A. 6.

Black Ball Ferry

1. Port broad, slow near Whidby Id.
2. Bow on, backing down near " "

M.D. 2/9/1957--- The ferry "Chetzemoka" of Wash. State Ferries was in the Winslow yard of Commercial Ship Repair this week for drydocking and repairs of fire damage at a cost of \$18,095..



## CHICAGO

Album 2.

Album 22.

Lg. steam steel halibut

- |    |   |    |
|----|---|----|
| 1. | Stbd. bow, close, speed, smoke dorys aft. | G. |
| 2. | Port broad, in Ketchikan harbor.          |    |

Empire: 4/29/1920/6 Large steam halibut boat "Chicago"  
 Capt. O.C. Hohansen took on 200 tons of coal in Juneau  
 today. 129 net: She is 139' long and powered with  
 600 h.p. steam eng. Crew of 36 men includes 22 fisher-  
 men who fish 11 dories. She came here from Sitka where  
 she just finished unloading 110,000 lbs. of halibut.

Built at Seattle in 1908. 419 gross; 129 net;  
139' x 24.6' x 15.6' Originally built for the Chlopeck  
Fisheries then passed to their successors the Booth Fish-  
eries. Used for several years as a dory halibutter.  
Out of service in 1920 and was broken up for scrap several  
years later.

D.A.Disp. 11/25/1909 says she was in Juneau this day; has  
a 40 man crew.

D.A.Disp. 12/28/1910 says Capt. Johansen, of fishing str.  
"Chicago", largest in the Sound fleet, had a monster  
devilfish 'jimmy his rudder', when it became entangled  
with the stern assembly of said vessel in Chatham Straits  
Had to reverse the propeller for some time to chop up the  
monster before the rudder could be used. His story was  
supported when vessel was pulled out in Moran yards yes-  
terday and a huge tenacle was found still stuck fast to  
the keel and shoe! (From Pacific Fisherman)

D.A.Disp. 6/6/1918 "Chicago" 40 man halibut str. of Booth  
Fisheries, is in Juneau: Capt. J. Shel. Packs 300000#  
of halibut---unloaded 100,000. # at Sitka.

CHICAGO

Yukon River str.

1. No picts.

See "City of Chicago"



CHICHAGOFF

No. 213387

Mine tender.

1. Stbd. bow; winter; at Chichagoff. (First Album)
2. Laying at Chichagoff Mine dock, 1925 (PCA--7)
3. VG Heavily iced at Juneau City float. (PCA-10)



Built 1915 at Seattle Wn. Gross 44: Net 30  
57.3' x 14.5' x ~~8~~ 8' Had 125 h.p. gas engine in '28

STORY OF WRECK BOOK 30; Page 60

D.A.Disp. 3/2/1915 ~~The~~ New 65' boat being built for the  
Chichagoff Mine this spring, to replace the old "Elk"  
which has been used for many years by the mine Co.

CHICKALOON

Album 9.

Diesel tug.

1. Stbd. broad, still, Seattle waterfront. G
2. Good pict. towing gravel scow on back cover of P.W.B.  
for May, 1953.

Built 1915 at Seattle, Wn.

In 1925 a 125 h.p. Atlas- Imperial diesel was replaced with a 135 h.p. Cat. diesel.

XXX

CHICKAMAUGA

Album 9.

Puget Sound T&B.  
(Diesel tug.)

1.

Port, nearly broad, speed, Seattle Hbr.

G

2.

Stbd. bow, listing stbd. away from beach; nose  
nearly dry. Album 18.

3.

Another view of beaching from port. Album 18.

Fire story and pict. in Book 37; page 75

Built at Seattle in 1915 Was first diesel powered tug on the Sound. Original power plant was a 240 h.p. Nelsco diesel. Repowered in 1929 by Pacific Tow Boat Co. with a 200 Atlas



CHICKEN OF THE SEA

PHP. 1.

Lg. tuna clipper.

1. Port broad, slow in stream. (Porthole)

Built by the house of 'Morgan'

See Book 36 Pages 7

CHICO

No. 106792

Wooden steam schooner  
ex "Alice Blanchard"

1. Good pict. crossing Coquille River bar. (Sept. '52  
S.&S. page 9)

Was at Nome and St Michael July 15, 1901 (Skagway)

Built 1890 at Tacoma, Wn.	541 gross; 396 net; 28 crew;
146.6' x 28.8' x 18'	150 h.p. steam.

CHIEF

P.C.A. 2.

Ernie Steers tug.

1. Stbd. broad, towing Puget" astern in Clarence Str.



## CHIEF WASHAKI

Album 4.

Liberty Ship.

P.C.A. 6.

- |    |                                   |      |      |   |   |    |
|----|-----------------------------------|------|------|---|---|----|
| 1. | Stbd. broad, in stream, still.    |      |      |   |   | VG |
| 2. | Stbd. bow at Engrs. dock, Juneau. | Oct. | 1948 |   |   |    |
| 3. | Stbd. broad     "     "     "     | "    | "    | " | " |    |

Liberty ship freighter Unit of the N.T.Co. See article  
on N.T.Co. M.D. May 22, 1948

Built at Portland in 1942 and delivered to the North-  
land Trans. Co. upon completion for operation under Mari-  
time Comm. July 1948 she was acquired by the N.T. Co. for  
their own unit.

Capt. Otto H. Karbbe of Seattle is master and has been  
with the ship since she was commissioned. He was Mate  
until Feb. 1944

422.8' x

4370 net tons. 2500 h.p

Renamed "Chena" in 1950

7/25/1947/2 Man on Northland Trans. Co. "Chief Washaki"  
burned to death in cabin fire---smoking in bed..  
10/12/1948/6 Commanded by Capt. Otto Karbbe, left Juneau  
today for Whittier with 2 $\frac{1}{2}$ -million Ft. Lumber.

P.C.A. ⑥

CHILCOTIN

Canadian cruise ship

- ① Two; stbd. bow and stbd. broad at A.S.S.Co. dock.  
Sept. 1948
- ② Port broad, Ketchikan Hbr.
- ③ Port broad, Ketchikan Hbr. (PCA-10)

ex "Hespeler"

Some info. in 1947 DIARY Page Feb. 11.

More info. pp. 13; Book 41.

Some info. (NOTE BOOK No. 1. pp 61 and 71)

In new Atlantic service Oct. 1959 (Lg. G.S.File under  
Union S.S.Co.)

91 G.S.F



CHILDAR

Nor. M.S. (1934)

1. V.G. Pict. and story of her stranding on Col. River  
Bar in 1934. PWB pp. 31 Jan. 1956.



CHILKAT

No. 126639

Some kind of small  
Pass. & Frt. Str. on  
S.E. Alaska run 1894

1. No picts.

ALASKA NEWS Dec. 20, 1894 says Str. "Chilkat" arrived in Juneau under command of Capt. McAllep and was to continue on a regular schedule from the South. (Departure Bay) Built 1890 at Astoria, Ore. 215.22 gross; 137.87 net; 105' x 20.5' x 7.5' Had 175 h.p. steam.

Old Skagway paper 1899 says the Str. "Chilkat" broke up on the Humbolt Bay Bar in Mar 1899. Ten of her passengers and crew, including Capt. Anderson were lost.

6/2/'94 she arrived at Seattle from Chilkat and Juneau.

ALASKAN (Sitka) 10/19/'95 On Sept. 28th she ran aground about a mile from town of Ketchikan. Had cargo of salmon from Yes Bay--heading South. Refloated later and proceeded DOUGLAS ID. NEWS. says 4/26/99 that she had tule leaves instead of cork in her life preservers and many pass. drowned when she was lost on the Humbolt Bay Bar.

Album 27

CHILKAT

No. 127522

Album 7.

Alaska Packers

Album 8.

Assn. Tender.

Book 29

1. Stbd. broad, slow, Seattle wate front; as A.P.A. G
2. Port, broad, at ATS Pier as LT. 239 VG
3. Port broad, still, good; (Magazine cut)
4. Port broad, slow, as she was originally built.  
622 neg. From print in Lewis & Dryden.

Later "Edith Foss"

Built 1901 at S.F. Calif. for the Alaska Pkrs. Assn.  
172 Gross; 98 Net: 115.5' x 24' x 10.5' 22 crew:  
Original engine was a 250 h.p. triple exp. steam eng.  
Repowered with a 500 h.p. extended Atlas-Imperial diesel.

Renamed "Edith Foss" when taken over by the Foss Co.  
in

Rammed by the S.S. "Victoria" of the A.S.S.Co. on Dec.  
4, 1944 off Klewnuggit Light in Grenville Channel, B.C.  
She was then the LT 239 having been taken over by ATS in  
1942. She was returning south from the Aleutians with  
an entire G.I. crew all of whom were saved by the "Vic"  
but who lost all their personal belongings.



CHILKAT

New Juneau-Haines  
Ferry 1957

1. Pict. and some info. in PWB Oct. '57 pp 8.
2. Have file on her in Geo. Survey file cabinet.



## CHILKOOT

Haines ferry----

1. Sets records in 1954. (Juneau 9; pp 43)
2. Berthed in small boat hbr. (" " " ")
3. See PWB. June 1956 for artists sketch of new ferry  
being built in Seattle to replace her on Haines run.

Emp. 4/30/1956 Will start ferry service for 1956 on May 31st. Rates lowered:

Rate for auto and driver will be \$25.00 as compared to \$37.50 last year. Additional passengers will pay \$5.60 each. Capt. G. David Gitkov will again run her--with Curtis Bach as Mate.

Considerable info. (NOTE BOOK No. 1. pages 38-55-62-66-70-80-81-82-87)

Lg. G.S. File with CHILKAT

11/23/1948 "Chilkoot" Capt. Steve Homer, here from Haines for supplies.

11/27/1948/8 "Chilkoot" aground on Katzechin Flats. (Later escorted off by the "Princeton Hall" etc.

11/30/1948/8 VG account of "Chilkoot" grounding and "rescue" by C.G. 83524. Etc.

4/7/1952 "Chilkoot" to get new bottom at N.C.Co. ways.

4/12/1952/6 " " enroute to Seattle for bottom and is unreported.

P.C.A. ⑥.

CHILKOOT

LSM Haines ferry.

①. Set of 3 picts of her beached below Rock Dump  
Loading freight. July, 1950

2. VG. On N.C.C.o. ways. 4/1/1956 (PCA--7)

SEE pp. 8 P.W.B. May 1955 for good pict. of Kootenay  
Lake Ferry which would be ideal for Juneau-Haines run.

Steve Homer first owner and operator.....  
Capt. G. David Gitkov and Curtis Bach ran her in 1954  
Emp. 5/5/1955 Coughlin bid \$36,378; Gitkov, 37,750.  
Bob Coughlin operated her in 1953

In 1954 \$4327.50 taken in from pass. and \$24,163.05  
from cars. Territory has been losing an ave. of \$43,000.  
per yr in overhead costs of off-season repairs and mainten-  
ance and keeping up the landing terminals...

Under terms of bid, operator must maintain, staff and  
pay bills of operation.  
Emp. 5/7/1955 Gitkov got bid as Coughlin couldn't find an  
engineer.....



CHILKOOT

Old unit of Union S.S.Co.

1.



11/11/1961 She was back in Vancouver, B.C. under  
the Mexican flag as the "CULIACAN"

Built 1946 at Victoria as a China Coaster, she is  
now registered in Manzanillo, Mexico as a frt. vessel.

CHILLIWACK

Can. coasting str.

1. No picts.

See VG info. pp. 8 Book 44

More info. pp 25; Book 43:

10/16/1950<sup>74</sup> Canadian frtr. "Chilliwack" of the Frank  
Waterhouse Co. arrives at Skagway after bad buck up the  
Canal on Fri. 13th. Capt. Wm. Gleeson.

CHIMACUM

Album 14.

Puget Sound FRT. Lines.

1. Port, broad, backing out, Seattle waterfront. VG

Built 1928 at Olympia, Wn.  
63.1' x 21' x 5.3'

92 gross; 80 net;

In 1950 she was operating out of Port Orchard and  
Bremerton under the ownership of Mary Lieseke and Willis  
Nearhoff carrying frt. and pass. and is making a good acct.  
of herself.

M.D. 10/30/'50



xxx

Album . 20

CHINA

Large steamship.

1. Stbd. bow, afloat, dismasted, superstructure torn or burned off; (partly)

CHINA MAIL

PHP. 1.

Am. Mail Line S.S.

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

C-2 designed unit of American Mail Line. Ltd. was built  
at Chester, Penn. in 1942 for Maritime Comm.  
8616 tons gross; 453' long; 7500 h.p. Diesel; 16 knots.

M.D. 6/24/50 says she grosses 6606 tons. Built at Sun  
Shipyards and has a 7500 h.p. two cycle, solid injection  
opposed piston Sun Doxford diesel. at 94 r/p.m.

.CHINA VICTORY

PHP. 1.

Victory ship.

1. Port near broad, still in stream. (Porthole)



More info. Book 36 Page 9

7612 ton Victory ship built at Los Angeles Kaiser plant  
in 1944. 8500 h.p. and makes 16 knots. Taken out  
of reserve fleet and will be operated by Sudden & Christen-  
sen for M.S.T.S. Aug. 5, 1950 M.D.



CHINOOK

Album 12.

Old wood burner; tug.

1. Port, nearly broad, close-up; cordwood on deck. G

Built 1947 by Todd S-bldg Corp. from designs by  
Gibbs and Cox of N.Y.City. Two and a half million to  
build.

July 10, 1948 M.D. says she completed her first year  
of Service on June 25, 1948. She now has carried more  
than 195,000 passengers, transported more than 42,000  
cars and travelled more than 100,000 miles between Seattle  
Port Angeles and Victoria.

NOTE: VOID ALL INFO. ABOVE THIS LIKE AND APPLY IT TO CARD  
ON NEW BLACK-BALL FERRY OF THAT NAME!

ALASKAN (Sitka) 9/6/'90 says this vessel was a cannery  
tender for the old Bartlett Bay Pkg. Co. at Bartlett Bay  
in Icy Straits (15 miles from Glacier Bay.)

PHP. ②

Album 28

CHINOOK

Book 32

New Black Ball Ferry

PCA ⑥

①. Stbd. bow, speed, close-up. (Porthole)

②. Stbd. bow, speed, (Good Mag. cut)

③. Stbd. bow, close, speed. VG.

4. Group of picts of Black Ball ferries. June '52 S & S  
Pages 44 to 51

5. V.G. Colored post card. Speed. (PCA-10)

Collides with "Dagmar Salen" 1953--Album 39, pp. 1.

Transferred to Canadian Registry. Book 44. pp. 7

Engine troubles (Album 43; pp 2---29)



CHINOOK

Old Shaver tug.

1. VG pict. pp. 13, P.W.B. Feb. 1956.



Info. ---repowered in 1956 etc. P.W.B. Feb. 1956 pp. 13

CHINOOK

Col. River tug.

1. 1955 info. only.

Album 43.

XXX  
Album 15.

Book 29 CHIPPEWA

P. Sd. pass, ferry.

PHP. 1.

P.C.A. 6.

1. Stbd. broad, as two-stack, trim, white steamer. VG
2. Port, broad, speed, as now dieselized. VG
3. Stbd. nearly broad, bow ashore on Pt. Glover. Ran aground in fog, Jan. 29, 1941. "Goliah" a/s Album 18.
4. Stbd. broad, speed, in Rich Pass. (Porthole)
5. Port broad, speed, Rich Pass. (Mag. cut) VG
6. Broadside in Seattle Hbr.
7. PICTS. info. BOOK 44; pp 44

Had been a regular liner out of Sault Ste Marie. 1750  
pass. 22 knots; Built 1901; Purchased by A.S.S.Co.  
10/25/1906 and brought around the Horn that winter.

Slightly damaged in collision with former lighthouse  
tender HEATHER in fog off Duwamish Head. Dec. 1944. She  
was hove to... M.D. 12/12/1964

Sold to FOSS CO. Jan. 30, 1965 M.D. at auction for \$15,-  
000. Bids ranged from \$200. on up. May be a whse.

Sept. 12, 1908

Old account in Empire says she rammed the Str. "Sentin-  
el" off Port Blakely. The latter vessel had to be beached  
to save her. (Story says "Chipp--" unit of old A.S.S.Co.?

In 1930 her new diesel engines were installed and she  
was still in service in 1950.

Original dimensions: 1111 gross; 644 net; 200' x 34.4'  
x 19.8' Rebuilt dimensions--200' x 52.4' x 19.1'

Built 1900 at Toledo, Ohio for use out of Chicago on  
the Great Lakes. Brought around the 'Horn' in 1907 for P.  
Sd. Nav. Co. to replace the Indianapolis on the Seattle-  
Victoria run. In 1924 they rebuilt her as a car ferry.



CHIRIKOF

Book 29.

Steel 70' troller.

1. Stbd. qtr. on ways. (Magazine cut)



Info. Book 36 Page 7

CHIRIKOFF

Album 4.

Large Freighter.

1. Stbd. broad at Seattle Pier. As U.S.A.T. G
2. In Tongass Narrows, War paint. (Album 28)

Believe this vessel was the old SS "Lurline" as renamed  
under A.T.S. 6509 Gross; 4190 net; 412.8' x 53.1' x  
29.2'

7/25/1940/2 "Chirikof" A.P.Assn. steamer chartered by  
A.T.S. was formerly the old Matson Lines Str. "Lurline"  
She came directly to S.F. from the Shipyards in Newport  
News, Va. in 1908 for Matson S.S.Co. They sold her in  
1928 to the Alaska Packers Assn. which used her in the  
Alaska cannery trade until recently sold to (chartered)  
bare-boat, to A.T.S. 6566 gross; 3566 Net.

CHLOPECK No. 3.

No. 34323

First Alaska B.S.P.

Chas. Sinclair &

Capt. Jack Campbell

1. Good pict. of her Port bow at old P.C.Dock in Juneau  
(In old Juneau Album) (large)
2. VG old; coming into Juneau dock. Lumber load.(PCA-7)
3. Piled up high and dry on reef resembling Marmion Id.  
(PCA--7)



Built 1899 at Ballard, Wn. and was originally a fish scow. Have been unable to find out who built the pointed bow on her and put the engines in but she was registered at Tyee, Alaska in 1913 and sometime later was powered with two 20 h.p. Frisco Standard gas engines. Owned by Charles Sinclair of Juneau from 1920 (at least) on, and was still listed to his ownership in 1928. I believe that Jack Campbell was just running her for him and that after Sinclair skipped the country and went to Canada he left the vessel with Capt. Campbell.

45 gross; 24 net; 72' x 18' x 5.6'

EMPIRE 2/23/1920/pp.3. Engineer 'Sticks' Anderson, missing from the "Chlopeck No. #3" V.G.  
Empire 2/28/1920/8 Body of Engr. Tolstol (Sticks) Anderson found by diver Sam Jacobsen, just off the sawmill dock on the bottom of the channel. (More 'Mothers vision stuff etc.) More pp. 2; 3/1/1920---says he was first white child born at Sheep Creek on 11/17/1896 etc.



PCA 6

CHRIS FOSS

Med. Foss Co. tug

1. On ways at Anacortes; July 1952

CHRISTER SALEN

Belgian Motorship

1. No picts.

Commanded by Capt. Ragnar Linder, the 4928 ton M.S. broke in half in a storm off the coast of Japan in Feb. '51. She lost her foreward section, but the after section remained afloat. It was piloted into Yokohama, where a temporary, freak bow was fitted. From there, the stunted vessel proceeded to Manila, where she loaded a small cargo and sailed half way around the world to Antwerp, Belgium, where her new half was being constructed even while she was on the way. This is the first time in history that a ship in such condition has made such a long journey carrying cargo.

M.D. Dec. 15, 1951

CHRISTINE

No. 127237

Old Juneau schooner

1.

Hull lays abandoned near Fish Creek in Auke Bay, Fritz  
Cove area.

Built 1898 at Port Blakely, Wn. 15 gross; 15 net;  
35.3' x 14.3' x 5.2'



CHRISTINE FOSS

P.C.A. 6  
Album 27

Miki-type tug.

1. Port broad, slow in Clarence Straits.
2. Stbd. broad, slow, in Lake Wn. ship canal.
3. Good pict and story Feb. '52 PMB page 9
4. VG. COVER PICT. (P.W.B. Feb. 1957)
5. Pict. with RR barge in tow. (N.B. 21; pp 71.)

Left New Orleans 2/19/'47 with oil barge No. 95 in  
tow for S.F. On her trip out she towed the old steam tug  
"Cadmus" to her new owners, Geo. Wheatman of Gretna, La.

See Cover pict. on Feb. 1957 P.W.B. and story on pp. 22.  
BOOK 35; pp 48

CHRISTINE MORAN

Album 27

Moran Co. tug.

1. Stbd. broad, near stern of Liberty ship.

CHRISTIAN RADICH

Norwegian training  
ship 1959

1. Good pict. in envelope on back of article and pict. of  
new P.Sd. ferry "Coho" Lg. G.S. File under FERRYS



CHRISTOPHER GREENUP

Liberty ship

Emp. 2/21/1944 Split open in calm weather while at dock  
in Cold Bay after weathering heavy seas on Jan. 24th.  
Ten of these Libertys are used as troop transports!  
Gen. Buckner demands further transportation of troops on  
a better type of vessel. The "C.G." is making water  
and had previously suffered major fissures (cracks) in  
Alaskan waters on Mar. 5, 1943. Yet this vessel was  
made into a troopship!



C. H. TUPPER

Pacific Sealing Ships

Canadian schooner

99 tons; 80' x 23.4' x 9.9' O.N. 94633. Built at Shelbourne, Nova Scotia. Came to Victoria May 26, 1889 and immediately fitted out for sealing under Capt. Cerino Jones Kelley. In 1890 she was owned by Walker & Co. of Victoria, valued at \$13,000. and carried seven boats and a crew of 23. Her catch that year was 1367 skins, valued at \$15,037. Next year, under Kelley she only took 619 skins. In 1892 she was commanded by Capt. Wentworth E. Baker and took 1817 skins, 542 of them on the Asiatic side. Not listed with the sealing fleet after that.

CHUGACH

U.S. Forest Service

1. Diving into a sea in Fredrick Sound 12/2/54 (PCA--7)
2. VG Port Broad; anchored off Tenakee (PCA--7)

CHUKOTA

Russian Steamship

1. No picts.

7840 tons ship was first Russian ship to visit Vancouver B.C. in two years. While there she had boilers cleaned and took on large quantities of oil. Bound for Vladivostok where Russian trade between the U.S. was so heavy during the war, has now become negligible. The slow  $7\frac{1}{2}$  knot ship was formerly the German liner "Wagoni", taken over as Russian reparations after the War. Among her crew were two women.

M.D. 7/10/'48

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



1. Stbd. broad, speed, from above. (Mag. cut)

Built 1946 at Grandy Boat Co. Seattle. for C.W.(Chuck)  
Myers, of Portland, Ore. Designed by Ed Monk.

75' long and cruises at 12 knots.

Twin G.M. Six-71 diesels with Aer-O-Trol unit.

I passed her coming from Sitka in Salisbury Sound in the  
summer of 1947

# CHUNKING VICTORY

Chinese Nationalist  
S.S.

1. Port near broad from the air. (Mag. cut)
2. Pict and info. Book 42; pp. 21
3. Pict. Book 43; pp. 15

M.D. Oct. 2, 1954 (Ship of the Week)

Unit of China Union Lines, Taipeh, Formosa. She arr. Seattle this week in ballast from Keelung, Formosa, with 32 Chinese college students on their way to various U.S. universities. Proceeded on to Van. B.C. to load 9500 tons of wheat for Hokkaido, Japan.

Formerly the "Trinidad Victory" and built by the Calif. Shipbuilding Corp. in Los Angeles in 1945. 7305.5 gross. 10,806 deadweight. Sold to the China Union Line in 1948 by the Maritime Admin. and renamed "Chunking Victory" Skipper is Capt. H.S. Yau who has been with the line since 1950 Before that he was founder and pres. of the pilot assn. in Taku Bar, China. Was the only pilot in the assn. who left the northern Chinese seaport a few days before the communists captured the port.

Since late 1952 she has been sailing between Far East ports and the Pac. N.W. with cargoes and passengers. On her last trip she brought 8750 cases of tea to Tacoma for transshipment to Chile. Her local agent (Seattle) is the General S.S. Corp.



Book 33.

CHUYEI MARU

1951 Jap freighter.

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



One of three new frt. vessels of the famous Yamashita  
Kisen Kaisha Co.

C.H.WHEELER

Pacific Coast Wooden Steam Schooners.

Lyman

371 tons; built at Portland, Ore, in 1900 for the Wheeler Lmbr. Co. of that port.

Some doubt exists as to whether this vessel was a barge or a steam schooner, as she is listed in 1901 as a barge and drops from the records thereafter. But many steam schooners were first registered as barges in order to enable them to carry a cargo and help pay their way while being towed to the port where they received their engines, and there is a strong probability that this was the case with this ship also.

C. H. WHITE

Pacific Sealing Ships

American schooner.

86 gross; 86.8'x23.6'x9.5' O.N. 126500. Built at S.F. in 1888. In 1890, owned by George Fogel and was said to have raided the Pribilofs, in Sept. In 1891 she was on the Japan Coast and took 1687 skins. In 1892, she was under Capt. Lawrence M. Furman and was seized near Bering Island on July 12 by the Russian gunboat "Zabiaka" She was taken to Vladivostok, condemned and sold and the crew sent home on the American ship "Majestic". A court of Claims later awarded her owners and crew a total of \$ \$32,444. holding that the seizure was illegal.

PHP (2.)

CINEAS

Wooden Steam Sch.

1. Stbd. bow, close. (Porthole)



Built during first World War on the Pacific Coast  
Porthole pict. shows her grounded at Richmond Beach  
in 1925 for the purpose of being scrapped.



PHP--2  
Book 33

CITRUS PACKER

C2-3-B1 Cargo carrier  
Ex Herald of the Morni-

1. Port near broad, at repair yard pier. (Porthole)
2. Port broad, loading at pier. (Mag. cut)

Built 1943 by Moore Drydock Co. at Oakland, Calif.  
along with her sister ships the "S.S. Young America" and  
the S.S. "Golden City" All were recently converted to  
peacetime merchant trade early in 1949 by the Everett  
Shipbuilding and Dry Dock Co. at Everett, Wn. for the  
Waterman S.S. Corp. and the U.S. Maritime Comm.

CITY OF ABERDEEN

Wet-ass passenger.

1. No pict.

Built 1891 at Aberdeen, Wn. 244 gross; 138 net;  
127' x 19.5' x 6' Burned at Anacortes Nov. 28, 1911

CITY OF ABERDEEN

Old War I Frt.

1. No picts.



Some interesting info. on her.

(Book 44; pp. 49)

CITY OF ALBERNI

PHP. 1.

5-masted sailing  
ship.  
ex "Vigilant"

1. Stbd. broad, all/s sails set, at sea. (Porthole)

Info. Book 36 Page 10

More info. as "Vigilant" in Album 48; pp. 15 and 19

CITY OF ANGELES

Album #3.

Sm. Sd. Pass Str.  
Ex "City of Long  
Beach" G.

1. Port broad, still in stream.  
ex "City of Long Beach"

Scrapped at Seattle by Paul Eidsmore

Built 1906 at San Pedro, Calif. 258 gross; 191 net  
128.1' x 21.3' x 8.6' as the "City of Long Beach"

She originally had 2 (200 h.p.) gas engines but was  
converted to steam in 1912. In 1922 she was made into  
a ferry anrebuilt to the following dimensions: 442 gross;  
347 net; 124.7' x 34.7' x 10.2' Her name was changed  
from "City of Long Beach" to "City of Angeles" at that  
time.

She was laid up in 1938 and burned for scrap at  
Jim Hill Id in Oct. 1939.



CITY OF ASTORIA

No. 126544

Sm. old Lynn Canal

Str. 1898

No. 126554 ???

1. No picts.

8/10/98 paper says she was wrecked Aug. 4, 1898 on a rock near Chilkoot Inlet. She had no passengers at the time and the crew had no trouble getting ashore. The little vessel may be refloated.

6/8/98 paper says 'Little str. "City of Astoria" completed repairs and came off the beach yesterday at Juneau.

Built 1889 at East Portland. 56 gross; 29 net; 60 i.h.p.  
72' 16.5' x 5'

CITY OF BANGOR

Codfish schooner

1.

See some info. on this sch. on the card on the "City of  
Papete"

## CITY OF BELLINGHAM

Book 29

Sound Ferry

- |    |                                    |                |
|----|------------------------------------|----------------|
| 1. | Port broad, speed, as above.       | (Magazine cut) |
| 2. | Stbd. broad, as "Kitsap II"        | " " "          |
| 3. | Port bow, speed, as the "Quilcene" | " " "          |



Info. Book 35; Page 33

CITY OF BERLIN

Old Inman liner

Later U.S. "Berlin"

1. Port broad, slow. (P. 41; Sept. '51 SHIPS & SAILING)

Info. on her on same page as pict.

CITY OF BLAINE

Album 16.

PAF cannery tender.

1. Toppled over in West Seattle shipyards by bow of  
tanker "Hagen"

CITY OF BOTHEL

Album 23.

Old Wet-ass tug.

1. Towing logs on the Skagit River.



CITY OF BRADFORD

No. 127288

Yukon River str.

1. No picts.

Listed by MacBride as being on the Yukon in 1900  
Built 1898 at St. Michael; 39 gross; 21 net;  
44' x 11' x 3.2'

CITY OF BREMERTON

1. No pict. (Believe she was an old Puget Sound Ferry)  
M.D. June, 10, '50 says she was scrapped at Seattle  
some years ago by Paul Eidsmore.

CITY OF CHICAGO

Yukon River str.

1. No picts.

Listed by MacBride as having been on the Yukon in 1900



CITY OF DAWSON

127,256  
Yukon River str.

Built 1898 at S.F. Calif.

230 gross; 206 net. tons.

114' x 26.2' x 5.5'

12 man crew. 300 h.p. steam

Stern-wheel str.

CITY OF DAWSON

Steamship to be built  
for Wash. & A.S.S.Co.

1. No pict.

Her keel was laid in the White Shipyards, at Everett Wash. Dec. 14, 1901 and she was supposed to have been ordered for the account of the Wash. and Alaska S.S.Co. to be used in conjunction with the steamers "City of Seattle" and "Victorian"

Have not been able to find record of a steam screw vessel of this name in the Blue Books.

CITY OF DENVER

Sternwheel steamer.

1. no pict.

Built 1898 at Seattle 270 gross; 179 net;  
115.8' x 28.6' x 5.7' Built for service on the Yukon  
River but never went up. She burned on the LaConnor Flats  
1905.



CITY OF ELLENSBURGH

No. 126511

Stern-wheel str. Built 1883 at Pasco, Wn. 213.68 gross;  
188.92 net; 119' x 22.9' x 4.5'

Album (26)

CITY OF EVERETT

Book 35

Old whale-back str.  
Lewis & Dryden

- (1). Port broad still, in stream.
2. Stbd. bow, at dock. (Mag. cut)

Took a grain cargo from S.F. to Calcutta in 1897; the cargo being a donation to famine sufferers. She then went with jute to Europe and crossed to the Atlantic coast with an ore cargo. For a time she hauled phosphate rock from Tampa to Carteret, N.J., but in 1902 was made into a tanker by Std. Oil. After being sold by Esso, she left a Cuban port for New Orleans on Oct. 7, 1923. She reported herself sinking a day or so later, but no trace of her or her crew of 26 was ever found except for two life-boats that came ashore on the Florida coast.

PICT AND STORY IN BOOK 35; Page 9

CITY OF EVERETT

Album 15.

Old Sd. Pass. ferry.

1. Stbd. broad, speed, Seattle waterfront. VG
2. PICT. BOOK 44; pp 41



Had her name changed twice.

CITY OF GLENDALE

Old Codfish Sch.

1.

See info. on her on the card on "City of Papete.

CITY OF GRAND RAPIDS No. 127266

Some kind of small

twin screw str. used

Juneau---1899.

1. No picts.

Built in Seattle 1898. 120' x 25' x  
Had twin screw steam and carried 50 passengers.  
Was definitely around Juneau before the turn of the century  
At 19:00 Apr. 3, 1899 she left Juneau with a load of Juneau  
Elks for Skagway, to start a lodge there. Commanded by  
Capt. Cornell; Pilot was a Capt. Sloan; Axel Fast was  
Chief Eng. and Percy Brandon, steward.  
Blue Book figures: 296 gross; 187 net; 112'x24.7' x8.7'



# CITY OF HONOLULU

Pacific liner  
1922

Emp. 10/12/1922 The large Pacific liner "City of Honolulu" was on fire two days out of L.A. bound for Hawaii. Has 300 pass on board and it is understood that all pass. and crew have been taken off by the E.L.Doheny yacht "Casiana" Owned by the Los Angeles S.S.Co.

Emp. 10/13/1922 More on the above fire---all persons safe vessel total loss and still burning about 1060 miles East of Honolulu.

Emp. 10/18/1922/6 "City of Honolulu" shelled and sunk by the C.G. "Shawnee in 2500 fathoms...

CITY OF KETCHIKAN

Fire Boat

1. VG. Broadside at Morthern Mach. float. 5/7/1955  
(PCA--7)

XXX

CITY OF KINGSTON


No. 126214

Album 14.

Old Sd. Pass Ferry

Album 20.

Book 29

1. Port, broad, still, in stream, allpainted white. VG
2. Just a pile of wreckage near lograft. Album .
3. Port bow, at dock. Good. (Magazine cut)

History--Page 10: Red Scrap Book No. 36.

Early days of A.S.S.Co.

See Red Scrap Book No. 36. Page 2 Info. Page 15--71

Built 1884 at Wilmington, Del. 246'x33.6'x12.6'  
Sunk in Tacoma Hbr. in ~~11/11~~ collision with the British  
ship "Glenogle" April 23, 1899. 750 nom. h.p.

ALASKAN (Sitka) 11/9/'89 says new str. purchased by P. Sd.  
& Alaska S.S.Co. 1117 tons, and plying on the Hudson River,  
will soon come to the Pacific via Straits of Magellan.

ALASKAN (Sitka) 11/23/'89 says she had been built and run  
by Thomas Cornell of the Cornell Steamboat Co. and ran on  
the Hudson from N.Y. to Roundout---a distance of 91 miles.  
19 to 22 knots and packs 800 day pass and has accommodations  
for 400 in cabins.



CITY OF LINCOLN

Big cargo liner.  
(Ellerman Co.)

1. Good picts. and story of wreck. pages 18 to 23 in  
Aug. 1952 S & S.



CITY OF LONG BEACH

Album 3

Med. Sd. Pass.  
"City of Angeles"

1. Stbd. broad, slow in stream

See card on "City of Angeles" for info.

D.A.Disp. 5/30/1912 She was chartered for a trip to Alaska  
by a Seattle party.

CITY OF LUND

Album (21).

Logging camp tug.

1. Sunk near raft of logs.

Rammed and sunk by the S.S. "Adm. Evans" in Duncan Bay, B.C  
while the later was pulling in to anchor and wait for  
tides in Seymour Narrows.

CITY OF NEW YORK

Byrd's Antarctic  
flagship.  
ex "Samson"

1. VG pict. pp. 7; Book 44.



Wrecked; See page 6, S.&.S. Apr. '53

CITY OF OLYMPIA

Old steamer used in  
S.E. Alaska 1899

1. No Pict.

All I can find on her is mention in copy of ALASKA  
MINING RECORD dated Jan. 4, 1899. Listed as a U.S. Mail  
Str. on the Lynn Canal Ports route.

## CITY OF PANAMA

Lg. P.C. Steamer  
1906

1/5/1907 She was reported a total loss on Calif. coast about 50 miles below S.F. with more than 100 lives lost. This story was refuted when she showed up late at Mazatlan on Jan. 7th---storm battered but O.K. There was a steamer in trouble at the spot mentioned and tugs were proceeding to her aid. (Near Pigeon Pt.)

D.A.Disp. 8/8/1907 says she recently replaced the ill-fated str. "Columbia" and was in trouble herself today. She collided in fog, early today, with the Str. "Alliance" at the mouth of the Willamette River near St. Johns. The "Alliance" had to be beached.

Empire: 8/17/1920/8 The S.S. "City of Panama", ex "Crowley" of the Crowley Launch & Towboat Co. of S.F. has been sold to a Buenos Aires firm. She was originally built as an iron steamer at Chester, Penn. in 1873 and placed shortly after on the Orient run. Shortly afterwards she got stuck in the mud in S.F. Bay and lay there for two years. Was raised and rebuilt into a 5-masted sch. and as a



'tramp' she paid for herself many times over... Recently she has been used as a coal barge by the Crowley outfit. Her new owners plan to dieselize her...



CITY OF PAPETE

Codfish schooner  
1913

1. D.A.Disp. 9/25/1913 says she had left S.F. for Unga and returned in 3 days almost a derelict. Had run into a storm off the Calif Coast and was nearly sunk, etc.  
Emp. 3/17/1921 The codfish schooners "City of Papeete", and "City of Glendale" of the Alaska Codfish Co. were badly damaged by fire of incendiary origin yesterday at S.F. The "City of Bangor", a third schooner was still burning and may become a total loss in Bredwood Slough...

CITY OF PARIS

Yukon River str.

1. No picts.

First vessel of the name. Built 1898 at St. Michael.  
Used and eventually lost on the Koyukuk River.

CITY OF PARIS

Old gold rush st.wheel  
Str. at Nome 1899

1. No pict.

Broke loose from anchors and drifted out to sea during storm at Cape Nome, Aug. 8, 1899. She was saved by the Alaska Commercial Co.'s Str. "St. Paul" ALASKA MINING RECORD.

Used in the Yukon River trade until Nov. 1, 1901 at which time she caught fire and burned on the Koyukuk River. Became a total loss. Capt. Young was forced to leave the remains and walk out.

This is the second vessel of the name. Built 1898 at St. Michael by a St. Louis Syndicate. Passed to the Northern Commercial Co. in 1901. Cause of fire believed to have been by vandals seeking liquor which she was reputed to have had stored on her when winterized.

D. Id. News: 6/12/1901 says A. Comm. Co. was to operate this str. and the "Lulu" on the Koyukuk this season.



Album (2)  
Album (26)

CITY OF PUEBLA

No. 125979

Old Gold Rush Pass.

Colided with "Idaho" See card on latter. 1889

(1) Stbd. qtr. at dock: Looking out from beach side.

(2) Port broad, speed. (From Lewis & Dryden)

Her 1906 trouble occurred Jan 3, off the mouth of the Col.  
River bar during a storm. Had broken a tail-shaft. On Jan  
4 tug "Tacoma" was sent out from Seattle to find her but  
on the 5th the tug "Relief" took her from the "Chehalis"  
and towed her on in.  
Apr. 4, 1904 A.D. Disp. says she was sunk at Mare Id.  
during S.F. quake and fire. Heavy crane fell on her. She  
was later raised and repaired.  
8/12/1907 she left Seattle to pick up about 500 pass. at  
St. Michael. The P.C.C.Co. refused to give the "Northwest-  
ern" coal, and she had to go to Tacoma for it--the two  
strs. will race for the 500 pass.  
6/20/1907 she was reported on rocks on Pt. Reyes but this  
was in error--see "Santa Barbara"

Had lost a propellor blade in Jan. 1906 while enroute from Seattle to Calif. ports. Towed in by the Steamers "Chehalis" and "Norwood" Tow required 6 days.

Raced the "Queen" in 1898 from Cape Flattery to S.F. Was picked by owners of both vessels Pacific Coast S.S.Co. to run troops to Phillipines during Spanish-American War. "Queen" left Seattle first, under Capt. Thomas (he was later on the "Governor" when she was sunk off Port Townsend) and waited for "C of P" at Flattery. "C of P" gained 20 miles until bad weather set in then "Queen" took lead and arrived in S.F. two hours ahead.

From story on Capt W.P.Thornton in M.D. 4/29/50

See card on P.C.S.S.Co. for more info.

More info. Book 36 Page 78

320.6' x 38.6' x 16.6'

Built 1881 at Philadelphia, Pa. 2623 Gross; 1712 net;

Hit rock near Bellingham, Wash. Sept. 19, 1910 and reported sinking. Heavy fog. Reloated next day and found not too badly damaged. Was to load frt. at Bellingham when accident occurred.

Card 2.

CITY OF PUEBLA

Old Gold Rush str.

D.A.Disp. 11/20/1908 says on the night of Fri. 13th of Nov. she backed into the Revenue cutter "Rush" which was moored at Buoy #3 in the channel and did some severe damage to the davits, boats and bridge of the "Rush".

D.A.Disp. 9/19/1910 she hit a rock near Bellingham in fog early today and is reported sinking. Later reports said she was pulled off the rocks and proceeded to Bellingham Not believed too badly damaged (9/20/1910)

D.A.Disp. 10/10/1915 says A.S.S.Co. chartered her to make a run for the wrecked "Mariposa"

D.A.Disp. 10/29/1915 She arr. Juneau; Capt. Harry Cann.

DISAPPEARS FROM REGISTRY IN 1924 (Registry says she was abandoned before June 30, 1924.)



Album 26

CITY OF QUINCY

No. 125701  
Old Wet-ass.  
Lewis & Dryden

1. Partially sunk near river bank. Port bow listing outward---another wet-ass a/s.

St.p. Built Willamette, Ore. 1878

195/40 gross.

109.4' x 22.4' x 4.4'



CITY OF SACRAMENTO

Album 15.

PH.P. 2

Large new P. Sd. ferry.

See "Kahloke"

1. Port, broad, speed, Seattle waterfront. VG
2. Bow view at pier showing opening. (Porthole)
3. Port bow, backing out. (Porthole)
4. Artists sketch and info. P.W.B. Jan. '53 page 32

See pict. and info. pp. 8; Book 41.

See page 6 Jan '53 S&S for latest info.

See page 29, in Nov. 1952 P.W.B.

See P. 43; Oct. '52 P.W.B. for more info.

More info. Book 37 Page 58

Complete History in Book----

On Puget Sound route now

See Red Scrap Book No. 36. Page 9; Page 12.

Built in Philadelphia in 1903      303' long.  
Often referred to as the "sad sac"      Formerly operated with  
San Francisco Bay ferries.

Carrier 100 cars and 1575 passengers.      Speed 15 knots.

Originally named the "Asbury Park"      2060 gross;  
1179 net: 297.2' x 50' x 15.4'      70 crew on East coast  
cruise run.      5900 h.p. steam.

After many years of faithful service she was brought  
around to S.F. for ferry duty. Completion of the bridges  
there brought her to Puget Sound, where she was used on  
the Seattle-Bremerton run during the War II. After a  
brief post-war run she joined the boneyard fleet in West  
Seattle and has reposed there ever since. Next few years  
will tell whether she will find new blood or will be torn  
apart by the shipbreakers torch.      M.D. 10/30/50

For more info. See pages 58 and 73 in Book 37.

In June 1951 she was to be inspected and if found satis-  
factory would be placed back on a Puget Sd. run. She was  
not sold to the state of Wash. with other units of Black  
Ball.

CITY OF SALEM

No. 125466  
SteamWheel str.

1.

Built 1875 at Portland, Ore.    456.65 gross; 423.73 net;  
156.6' x 33' x 4.6'



## CITY OF SAN DIEGO

~~Pacific Sealing Ships~~~~American schooner~~

48.58 gross: 46 net: 67'x 20'x 6' O.N. 125944  
Built at S.F. in 1871

There was also a sealing sch. "San Diego" whose history will be given in its proper place. It is possible that the accounts of the two vessels may be mixed in place, as the name of the present vessel was commonly shortened to "San Diego" and both had long careers in the fleet.

This one first reported sealing in 1885, when she was chartered by Capt. Michael White and others and took about 2300 skins. During the next 3 or 4 years, she was engaged principally in sea otter hunting around Kodiak Id. and the Aleutians. In 1890, she was skippered by Capt. James W. Crew and in 1891 by Capt. George Webster. During the latter season, she took 1165 skins and it is reported that she made a raid on Copper Island. The following year, she hunted on the Japan Coast, taking 558 skins and either this year or the next she went under the British flag, O.N. 100645 In 1893 and 1894 she was commanded by Capt. Mark Pike and sailed from Victoria to hunt on the Asiatic



side. She continued in service at least through the season of 1898, when she took 961 skins.

XXX

## CITY OF SEATTLE

No. 126635

Album 2.

Album 17.

Book 29

Album 3.

Album 21.

Album 25.

Gold Rush Ship

1. Port broad, speed, flags, Puget Sd. smoke, Wind. G
2. Stbd. broad, at dock; Navy jack on bow. VG
3. Nearly dead astern, high and dry, upright on sand-bar near Ketchikan, Alaska.
4. Port bow, flags, coming into Juneau dock. P.C.A. 1.
5. Port, broad, in Juneau Hbr. P.C. Album 1.
6. Ashore at Ketchikan. Port nearly broad.
7. Post card of (3) above.
8. Port broad, speed, flags. (Mag. cut)
9. All white, at old Juneau (Album 28)
10. V.G. 8 x 10, at Juneau; flags. (Book 48; pp. 21.)

Grounded during fog in Johnstone Straits, Sept. 15, 1908  
 Floated off and proceeded to Seattle unassisted.  
 To be operated in conjunction with the "Victorian"  
 in 1901 by the Wash. & Alaska S.S.Co.  
 Aug. 15, 1912 she ran aground in fog in Tongass Narrows  
 slightly damaged and had listed badly to stbd. Capt. Thomas  
 Johnson. Refloated and proceeded south under own power.

Built 1890 at Philadelphia, Pa. for the Puget  
Sound & Alaska S.S.Co. (Later the Pacific Coast S.S.Co.)  
Passed to the Pacific S.S.Co. in 1916 and in 1921 she was  
sold to the Miami S.S.Co. Last heard of operating from  
New York to Jersey Coast ports, in the 1930's. 2500 h.p.

1957 gross; 1143 net 244.6' x 40' x 15'

June, 24, 1899 Mining Record says she and "Cottage  
City" both touched bottom in Wrangell Narrows attempting  
to come through at low water. Neither ship damaged.

Lost her wheel at 10:00 Sat. Jan. 20, 1900 in a NW gale  
and dropped all three anchors 100 yds off Pt. Bridget.  
Her Pilot, Capt. Johnson and 4 seamen rowed to Juneau in  
gale and zero weather. The steamer "Floster" refused to go  
out in the storm but got the "Cottage City" to go. It  
took the "Cottage City" 4 hrs. and 7 tries to get a line  
to her. A life-boat caught between the two ships was smash-  
ed like an egg-shell. (Additional)  
1/13/1900 "Cottage City" Capt. A.C. Jansen, arrived Juneau  
20:40 on 41st trip north. At 06:00 left for Skagway in  
"Taku" gale. Sighted "City of Seattle" off Bridget with  
one anchor left holding. Had her in tow. Line parted. Made  
above tries. and arrived Juneau, 20:00 on Jan. 14th.



Gold Rush str.

1. Lots of picts. see previous card. This one is a continuation.

Mar. 16, 1903 she rammed the British bark "Blankleigh" while moving from the C.P.R. Dock to the EVANS, COLEMAN & EVANS wharf during a heavy fog. Capt. Jensen in command. Seattle Hbr. Capt. Evans of British ship says \$40,000. damages and libeled her for \$65,000. Damage to the dock will go \$5000.

(H.W. Farmer was 1st. Assist. Eng. 1900)

her cargo had to be removed.

Island near Victoria. Sat on rocks for two days and all

Sept 20, 1906 (Capt. O'Brien) she ran on rocks at Trial

besides. Tug "Tyee" arrived 2/7/1900 to tow her south.

Mate; and C.S. Follett, Chief Eng. She had a crew of 75 men

C.H. Campbell, steward; W.M. Moore, 1st. clerk; C.L. McGreagor

steamers arrived in Juneau. W.J. Harris was Purser,

"Cottage City" to come along-side--which was how the two

the Canal far enough to get in water calm enough for the

had sails raised and the str. held steerage way until down

Agent for the company. When tow-line parted Capt. Connell

Nov. 23, 1904 she bounced off a rock in Favorite Channel while waiting for a scow to be brought out of Amalga Landing to load mining supplies---she was circling. Had to be beached on Eagle River Flats and was making considerable water. Temporary repairs were made and she returned to Juneau where additional repairs were made so she could go south. Hit night of Nov. 22, 1904

Built 1890 at Philadelphia, Pa. 1411 gross; 767 net;  
244.6' x 40' x 15' Off. No. 126635

Over

MORE ON PT. BRIDGET INCIDENT: Left Skagway at 02:10 on Jan. 13, 1900. At 05:30 hit snowstorm off Pt. St Marye and headed back to Skagway. At 09:45 weather cleared some and she again turned around. Then at 10:30 she lost her wheel about a half mile off Pt. Bridget and let go her stbd. and port anchors. At 11:45 Pilot Johnson with P. Overt, P. Mullen, P. Nelson and G. Franklin managed to get clear in a life-boat and started rowing to Juneau for aid. At 12:35 Capt. Wm. A. Connell ordered the kedge anchor dropped and the vessel held on until 10:10 on the 14th at which time the "Cottage City" arrived on the scene. The men made Juneau with the letter to E. Valentine the



May 15, 1899 she hit rocks at Mary Island on her way south. Was on rocks for an hour and a half before floating off on the tide. She proceeded south and extent of damage will be ascertained in Seattle.

June 24, 1899 both she and the Cottage City were hung up in the mud in Wrangell Narrows. Neither vessel was damaged.

Mar. 22, 1902 under Capt. Nicholson she rammed the dock of the Albion Iron Works in Van. B.C. and then ran her nose ashore. The dock was badly damaged and the str. only slightly. A cross-up of signals to the engine room was given as the cause for the mishap.

Sept. 20, 1906, inbound from Victoria, B.C. commanded by Capt. Charlie O'Brien, she ran on rocks at Trial Island. Sat there for two days and all the cargo had to be removed. Billy Lenthall (still alive) was 2nd Assist. Eng. on her. M.D. Jan. 6, 1950

More info. Book 36 Pages 16--53

More info. Book 35; Page 22

PICT. VG History. BOOK 44; pp 31-39

11/10/1906 Just as she entered the Straits of Juan de Fuca a coal passer found 8 sticks of dynamite tied together in the coal bunker---later two more bundles were found. However, later reports state that what the Indian coal passer actually found was bundles of link sausage. (See refutation in Skagway paper 11/19/1906)

In June 1901 she arrived at Skagway on her 100th trip to Alaska----Capt. W.A.Connell commanding.

Capt. Connell made his last trip 12/27/1901 then retired to Revilla, near Ketchikan to make fish boxes for the Pacific Packing & Navigation Co.

ALASKAN (Sitka) 6/21/'90 says new str. "City of Seattle" was soon to leave the Penn. yards for Pac. Coast Dec. 1st.

Doug. Id. News 2/7/1900 says tug "Tyee" was in Juneau to her south--Capt. C.T.Bailey. On "C. of S." Capt. W.A. Connell; Chief Eng. H.W.Farmer; Purser W.J.Harris; Pilot Capt. Johnson and Mate Capt. Chas. McGregor.

D.A.Disp. 9/14/1908 says she ran aground in Johnstone Straits on the 12th but was later floated off and proceeded on apparently undamaged.

D.A.Disp. 10/23/1911 On Oct. 21st (Sat.) the str. "City of Seattle" rammed into and wrecked the Douglas wharf. V.G. Nasty article with some sob stuff about fat Native woman and crippled indian boy etc. Also about 'embracing Hunkies" etc.

D.A.Disp. 8/15/1912 She grounded on Charcoal Pt. near Ketchikan, last night in dense fog. Had bad list but is expected to float off tonight unhurt

PICT. OF HER OFF KILLISNOO WHARF IN 1901 Book 38; pp 62

D.A.Disp. 8/28/1915 pp.8 Will be converted to oil this coming winter along with the "Spokane"

D.A.Disp. 8/16/1915 pp.2. She was caught in tide in W. Narrows and rammed into the anchored yacht "Itura". She sheared the bowsprit and figurehead off and pierced a hole in her own bow above the waterline.



D.A.Disp. 11/13/1915 She grounded in Grenville Channel at 06:00 yesterday morning (12th) 20 of her pass. and 19 crew taken to Prince Rupert on Fisheries Str. "Albatross" Refloated 16:00 and Capt. McGillivry ran her to Prince Rupert, escorted by the "Princess May"

ALASKA MINER 5/20/1899 "City of Seattle" was on the rocks at Mary Island., southbound last trip. Was floated off on next tide with apparently only minor damages, and proceeded on to Seattle under her own power.

D.A.Disp. 3/20/1901 Reported by the "Danube" which arr. Juneau today, to be proceeding very slowly in a disabled condition in Clarence Straits yesterday. Refused a tow.

D.A.Disp. 6/11/1904 "City of Seattle" failed to reverse and ran 40' into the wharf (Union wharf) at Port Townsend at noon June 6th. She wrecked the whse. too.

D.A.Disp. 11/23/1904 "City of Seattle" is beached on Eagle River flats. Hit a rock last night near Amalga Landing and had to be beached by Capt. Johnny O'Brien. She had the frt. off the "Jefferson" which was beached at Sheep Creek with a broken propellor.

Empire; 6/2/1919 pp.8 Pulls "Northwestern" off bottom in Wrangell Narrows. (See card on " " for details.)

(5)

CITY OF SEATTLE

Emp. 11/14/1921/6 "City of Seattle" sold to C.L.Dimon of New York and is to go to the East Coast. Will be replaced on the Alaska run by the S.S. "Queen"

The "City of Seattle" left Seattle on Nov. 13th for Jacksonville, Fla. and will enter the service of the Miami Line----to Havana (More good history this issue)

Emp. 10/11/1922/6 "City of Seattle" operating between Jacksonville and Miami Fla. for the Miami S.S.Co. Was sold to them Nov. 12, 1921. V.G. acct. of her.



## CITY OF SEATTLE

2/26/1937/8 Old S.S. "City of Seattle" is headed for the ship-breakers yds. in Miami, Fla. She was a steel-hull to the main deck and had a full wooden superstructure. Served the P.C.S.S.Co. until taken over by the Admiral Line in 1916 and about 1921-22 was sold to Florida interests and has operated faithfully until the end.

VG Pict. and History (Book 44; pp. 31.)

VG pict. of her at old Skagway Dock about 1898.  
(AS Feb. 1958 pp 19)

See PICT. BOOK 33;p21

CITY OF SEATTLE

No. 126536  
Stern-wheel str.

1.

RECEIVED: TO THE SEC. TOLSON, X 22 31 8 31  
FEB 1 1944 - CHATWORTH - ALB. T. J. DUNSTON 1943

Built 1888 at Portland, Ore. 130 Nominal h.p.  
272.74 gross; 186.96 net 121.5' x 33.2' x 8.6'

1. Port quarter, under way. hidden side-wheels.
2. See PICTS. info. BOOK 44; pp 41-39-40

The granddaddy of all the P. Sd. ferries was the steam propelled "C of Seattle" built at a cost of \$35,000/ and commissioned in the summer of 1888. upon completion she was put in service between the foot of Marion St. and West Seattle. At the West Seattle dock, she connected with a narrow gauge cable car that ran to the top of the hill on the west side. She remained on the same run until June 1913 when she was sold to Calif. interests.



CITY OF SEATTLE

Album 15.

Lake Wn. car ferry.

1. Stbd. bow, Lake Wash. G.
2. SAME AS ADJACENT CARD.
3. See picts. and info. pp. 25; P.W.B. Dec. 1954. for  
some good history.

CITY OF SHELTON

Album 14.

Album 23.

Old stern-wheeler.

1. Port, nearly broad, a/s another s-w in river. VG

2. With other old vessels at old Olympia dock.

3. With other old vessels at old " " " different.

Built for and operated by the Simpson Logging Co. on the Olympia-Shelton run. She gave good service for 10 years until replaced by the "S.G. Simpson"

CITY OF SITKA

Old schooner in  
Alaska 1898

1. No picts.

8/10/98 paper says wreck of missing sch. "City of Sitka"  
was found on beach near Cape Omany. No sign of her crew  
was found----presumed all were lost.



CITY OF STEILACOOM

Tacoma car ferry

1. Good broadside. (Mag. cut) Page 20 Mar. '52 P.M.B.
2. Port bow (Cover) Mar. '52 P.M.B.
3. VG Pict. laid up in Lake Union 1958 (PCA-10)

Information Page 20 Mar. '52 P.M.B.

Sold to Alaska Junk Co. 1954 Info. pp. 6. Book 44.  
Offered to sale. Info. pp. 1 and 2 in Album 43.

CITY OF SYDNEY

6-masted bark

1. Stbd. broad. Sails. (P.38; Oct. '51 SHIPS & SAILING

Info on same page as pict. in Oct. '51 Ships & Sailing

Emp. 3/18/1922/6 "City of Sydney", once a famous trans-Pacific Liner, later junked and now a barkentine, is to come to Alaska as a unit of the A.P. Assn. They have also bought the sailing vessels "Araphoe" and "Sewall" on the East Coast.

CITY OF TACOMA

Lg. P. Sd. str.

1.



ALASKAN (Sitka) 6/21/90 says new str. "Citof Tac" was to leave the Penn. ship yards for the Pacific Coast about Oct. 1st. 1890

- 1 Near broad in a cradle. (Mag. cut)  
(cut in two on Western B.B.Co. ways.)

Built 1921 at Tacoma, Wn. 197 gross; 130 net.

113.2 x 43.6 x 9.4 400 h.p.

Cut in two in 1923 and lengthened to 269 gross; 179 net

147.2 x 43.6 x 9.5 400 h.p.

In 1923 she was operating on the Pt. Defiance - Vashon Id. Gig Hbr. run. She only carried 30 cars then but traffic increased so greatly that she had to be enlarged to carry 50 cars. Owned by the Tacoma Ferry Co. They sent her to the Western Boat Building Co. and was cut in two, 34' added and in 30 days time was back on the run.

XXX

CITY OF TOPEKA

No. 126241

Album 2

Gold Rush Steamer

Album 3

Album 19

6. Several picts. on Treadwell Beach 1901 (Album 28)

1. Port broad at Skagway dock Feb. 1900; snow.

2. Stbd. near broad, still---Alaskan waters, crowd on deck

3. Sunk, P.C.Co. pier Seattle: Masts only showing

4. Different view of same pict sunk.

5. Stbd. qtr. after being raised. back when she hit.

Sullivan Id. wreck. Had left Skagway at 10:00. Was turned

then knows as 5-finger anch. (Half-Moon Anch. now.)

Hit 5 miles up from South end. Was making for what was

Capt. A.L. Olsen and pilots Thompson and W.F. Edwards on deck  
Add to W. Narrows episode; Had 160 pass. 600 tons frt.

Leadbetter in M.D. Dec. 2, 1950 Hit Dec. 8, at 18:00

From story of Capt. J.W.

and she was then towed to Quartermaster Hbr. wh. where per-

the "Flossie" At Treadwell, temporary repairs were made

ed up, refloated on the 22 of Dec. and towed to Juneau by

to Juneau by the steamer "Flossie" Badly holed, but patch

1900 during a blizzard. Her pass. were removed and taken

Also went ashore on Seldovia Island, S.E. Alaska in Dec.



Built 1884 at Chester, Pa. 1057 gross; 747 net;  
198' x 35.2' x 18' Came to P. Coast in 1886 and replaced  
wrecked str. "Ancon" on Seattle run to Alaska. She served  
the run from 1889 to 1902 then sold to Hawaiian interests  
and renamed "Waimea" in 1919.

ALASKA MINING RECORD Apr. 1, 1899 says she lays sunk  
in Wrangell Narrows to within 2' of main deck. Buoy #3  
which had been torn out by a passing ship was shifted and  
the L.H.T. "Manzanita" had anchored for the night at the  
South end of the Narrows. Capt. Thompson was unaware of  
the change and passed the buoy on port as in the past.  
Tore large hole in hull. Buoy had been misplaced Mon. 27th  
and "Topeka" hit Wed. 29th. She was raised, patched and  
towed south.

Dec. 18, 1912 she lost her rudder while passing out to sea  
on the Humbolt Bar. Drifted many hours before being picked  
up by the tug "Maverick" and towed to S.F. Had 150 pass.  
(Purser Jones is fast becoming veteran shipwreck pursuer:  
Was on the "Mexico" and "Corona" when they were wrecked.  
On Nov. 2, 1901 she hit an ice-berg off Taku Har. and  
proceeded to Juneau. 'Taku' wind prevented her tying up  
and she was finally forced to beach herself near Sheep Cr.  
where temporary repairs were made to her hull.



Card No. 2.

CITY OF TOPEKA

Album 28 - Good pict.

Gold Rush Str.

She sunk at the old Pacific Coast Co.'s pier A in Seattle at 18:00 Sept. 1, 1904 Was fully loaded with 500 tons frt. and had 30 pass. booked for Alaska and was to depart on Mon. morning Sept. 2, for Alaska. There was no loss of life. Popular opinion according to Alaskan newspapers was that she had been scuttled. There were no arrests. She was sunk for some days and after being raised was to be rebuilt from the deck up.

On Aug 15, 1898 Capt. Wm. Thompson put her in alongside the rotten wharf at Killisnoo. The str. just barely touched said wharf when the whole works including many barrels of oil and about 30 people went into the bay. There was quite a commotion and mess for a while but miraculously no one was drowned nor even seriously injured.

MORE INFO. HISTORY--Book 35; Page 7

She was unloading building material at Five Finger Id. for the new lighthouse 7/25/1901  
P.C.S.S.Co. added her to Skagway run in May 1901

Arrived at Skagway May 28, 1901 marking her 209th trip to Alaska---most of them with Skagway as her itinerary.

11/6/1901 she hit an ice berg in Taku Inlet but was able to make Juneau where she was beached. Badly damaged.

Temporary repairs made and she went back to Seattle.

Capt. Olsen commanding 9/2/1901

Purser Buckman's salary in 1892 was about \$25.00 per. mo.

Capt. Dave Wallace commanding 1/27/'94

ALASKAN (Sitka) 11/23/'89 is a new vessel purchased by the P.C.S.S.Co to replace the "Ancon" Built 1884 at Chester Pa. iron hull 198' x 35.2' x 12' 1057.29 gross; 746.62 net. Built for Boston parties, and 3 years ago passed to Atchinson, Topeka & Santa Fe Railroad and brought around the Horn to the Pacific.

ALASKAN (Sitka) 12/21/'89 Arr. Sitka Dec. 19 1889 1st. trip

ALASKAN 11/11/28/'96 says Capt. H.H. Lloyd commanding, at Sitka; Capt. Wallace was 111 this trip. P.C.S.S.Co. str 1/23/'97 again at Sitka--Capt. H.C. Thomas, arr. 17th. and 80 pass. arr. Sitka. ALASKAN (Sitka) 6/13/'91 Capt. Dave Wallace, Eng. W. Law,

ALASKAN (Sitka) 2/5/'98 Arr. Sitka; Capt. J.P. Patterson.  
K.M.J. 6/1/1901 says Capt. Oleson commanding.

DOUGLAS ID. NEWS. 7/19/99 says Capt. Thomas replaces Capt.  
Thompson. Capt. Thomas used to Command "City of Puebla"  
and was master on "Mexico" when she hit West Devil Rock  
in Dixon's Ent. Aug. 4, 1897 and sunk in 2 hrs.

DOUG. ID. NEWS: 1/9/1901 she was towed into Treadwell by  
the "Flosie" and "Rustler" from Sullivan Island, and  
beached near the "Cutch"

D.Id.News: 11/6/1901 says 'she crossed Taku Inlet last  
night in bad storm and blackness then ran into an ice-  
berg off Sheep Creek. Holed, but made Douglas dock where  
she discharged cargo then went on the Treadwell beach  
for emergency repairs. Capt. Olsen and Pilot Jensen were  
on bridge. Pass. transferred to "Senator" and she went  
south for permanent repairs.

A.R.M. 1/19/1901 says tug "Pioneer" arrived from Seattle  
and was to tow her south as soon as temporary repairs made  
at Treadwell.



A.R.M. 1/26/ 1901 says the "Pioneer" left Treadwell with her tow (C of T.) at 02:30 on the 24th.

SEE PICTS. PAGE 54; BOOK 38; one at Muir Glacier and one at Killisnoo dock from shoreside. "Soboleff neg."

D.A.Disp. 11/4/1901 She hit an ice-berg in Taku Inlet last night and was holed. Made it into Gastineau Channel, then had to anchor off Sheep Creek due to driving snow and no visibility. This morning Capt. Olsen, brot. her into Treadwell and beached her there for temporary repairs.

D.A.Disp. 2/13/1904 Replaced on Alaska runs by "Ramona"

D.A.Disp. 9/2/1904 Sunk 06:00 Sun 9/11/1904 Seattle pier 14.

1. Bow on, coming into slip. (Mag cut)



CITY OF VANCOUVER

New B.C. ferry  
1954

1. See Album 43 pp. 2. (Info.)

Book 32  
Album 2.

PHP ②

CITY OF VICTORIA

Lg. Pass. Ferry.

1. Port, broad, still, in stream. VG
2. Broadside, being burned for scrap. (Mag. cut)
3. Port bow, flags. (Porthole Pict.)

10/16/1939

Built in 1893 at Sparrows Point, Maryland as a luxury liner in the Atlantic passenger trade on Chesapeake Bay. Original name was S.S. "Alabama"

Several years later she came around the Horn to operate in the Pacific Northwest. Went on the Edmunds-Victoria run in 1929 as a unit of the Independent Ferry Co. officiated over by the late Capt. John L. Anderson, and Capt. J. Howardaine. In 1939 she was sold to satisfy bills. Shortly afterward she was towed to Sitka and used during the War as a floating barracks for Construction workers of the Seims, Drake Co. After completion of the work in Sitka she was again towed south and placed in retirement in Scow Bay (Seattle) Then in spring of 1948 she was sold to the Victoria Salvage Co. of Everett and brought to Kenneydale and partially stripped then moved to the property of Arvid Franzen at Mosher Beach, north of Edmunds, and burned.

Her name was changed in 1929

7/16/1928--Seattle ferry "City of Victoria" on the Edmunds Victoria Co. runs is aground on Lagoon Pt. Whidby Island in fog early today. 144 pass. & 30 cars on board. Believed not damaged, may come off h.w. "Snohomish" & "Douglas" by.

(2)

CITY OF VICTORIA

Pass. ferry, floati  
hotel at Sitka, etc

10/16/1939/6 Recently purchased by the P.Sd. B. and Dredge Co. and will be towed to Sitka as a floating hotel in conjunction with the Air base construction work there \$3,000,000. air base being built.

12/13/1939/8 She broke loose from the Navy tug "Oriole" which was towing her to Sitka, in a gale in Lower Chatha Straits (Somewhere near Pt. Kingsmill) C.G. "Haida" went to her aid but she was later picked up by the tug and taken into Security Bay

12/16/1939/7 C.G. "Haida" again went out to assist the "Oriole and her tow. She got into some trouble in Peril Straits.. However, it probably was nothing serious as the old "Vic" was safely moored at the N.A.S. Bock in Sitka several days later and layed there for the duration.



CIUDAD DE CALI

New Colombian M. S.

1. VG porthole pict.

(PHP--4)



CIUDAD DE CUENCA

Colombian M.S.

1. VG poethole pict.

(PHP--4)

CIUDAD DE POPAYAN

Grancolombiana MS.

1. Stbd. bow pict.

M.D. 5/26/1956 Built like a yacht, hull battleship gray and white superstructure. Arr Seattle Pier 46 Sun. May, 20, 1956 and left for home port of Buenaventura, Col. This is her 6th voyage. Master is Capt. Heinz Lorenz, of Germany. Chief Eng. is Walter Gurke. Has two Mann Sulzer diesels of 1470-h.p. each driving a single screw. Cruises at 14 knots. Can travel 10,000 miles without refueling. 348' long, 48' beam, 22' depth. 3709 gross; 2159 net Has 11 officers and 30 man crew. She was named for one of the cities in Columbia, S.A. with a population of about 200,000 people.

PCA 6.

CIVAIR

Ex. B.S.P. 3144

1. Stbd. bow from dockside, Juneau, 1951. Heavily iced.

CIVAIR 18

Ex. ST-415 type tug.

1. V.G. picts. taken off Sunset Id. Fall or winter of  
1953-54 from "Watres" (Album 27)



CLAIRE

Col. River Stern-wheeler

1. ~~No/pict.~~ Stbd. near broad, at pier. (Mag. cut)

See pict. and info. in Book 33; page 34. 15.

Story in 1947 DIARY Page Jan. 1.

Built in 1918      Owned by Western Trans. Co. of Portland, Ore.

In 1948 the old sternwheller sank in Camas Slough. She was later raised and restored to service.

Her narrow beam makes her the only passenger carrying boat to be able to squeeze through the locks at Oregon City.

During high water on the Columbia River last spring she was rammed by a barge and her bow literally broken down. A \$10,000 repair job followed at the South Portland Shipyard.

M.D. July 14, 1951

Album (2)

CLALLAM

No. 127769

Medium Passenger str.

(1)

Port broad, still, in stream. smoke, crowded. G.

NOME NEWS 1/29/04 says "Calahan" P. Sd. str. Capt. Roberts  
wrecked.

672 tons; built in 1903 (unknown)

Wrecked on Discovery Island, Wn. Jan. 8, 1904 with the loss of 51 of the 88 persons on board. (Friday)

Off Albert Head---8 miles out of Victoria, B.C.

ALASKA MINING RECORD Jan. 15, 1904 says "Clallam" was lost about 12 miles from Victoria, B.C. through gross negligence of officers. Not only was her equipment faulty but she foundered with a loss of 55 lives (13 pass. and 19 crew only being saved) because her officers would not seek shelter in a storm.

Built 1903 at Tacoma, Wn. 672 gross; 415 net;  
155' x 33' x 12.1'

Passengers listed in DAILY ALASKAN (Skagway) Jan. 12, 1904  
Chief Eng. Delannay held responsible for loss of vessel--  
his license was revoked by Whitney and Turner 2/15/1904

Marine Inspectors Whitney and Turner suspended Capt. Roberts license 12 months and charged him with negligence in not making an effort to gain the lee of Lopez Island. Capt. Roberts contended it was impossible on account of tides and currents.

COUNCIL CITY NEWS 2/26/04



1. Stbd bow, on rocks, big seas. (Mag. cut)



CLAN McDONALD

Wet-ass, pass. tug;

1. No pict.

Built 1891 at Aberdeen, Wn. 230 gross; 118 net;  
95.2' x 24.7' x 5.5' Burned at Chuckanut Bay Dec.1902

CLARA

Yukon River str.

1. No picts.

Built 1898 at S.F. 144 tons; Dismantled at Dawson in  
1901

CLARA

~~Pacific Sealing Ships~~

~~American schooner.~~

Reported sealing out of Sitka from 1888 until 1892  
Owned and skippered by P.S. Weittenhiller in 1892 and hunted from Cape Edgecumbe to Cross Sound.

~~Left~~ Sitka (arrived) 5/4/'92 and was to go sealing.

Sold 6/11/'92 to Capt Wm. Lee for \$800. To go sealing.



Album 25

CLARA BROWN

Old Wet-ass.

1. Stbd. broad, on Alki Point. Hazy pict but discernable

Was blown ashore on P.Sd. Dec. 3, 1901 during a storm.

CLARA MONARCH

Yukon River str.

1. No picts.

Built 1898 at S.F. 284 tons; Known as a 'pirate ship' on account of her rugged master---Capt. Alex McLean--said to have been the inspiration for Jack London's 'Sea Wolf' yarn. She was finally sunk in a slough named for her--below Whitehorse.

CLARA NEVADA

No. 127222

Album 6

Rev. cutter. Gold Rush.

1. Stbd. broad at anchor as Rev. cutter "Hassler". VG  
 2. Port broad; anchored; as "Clara Nevada" (PCA--7)

DYEA TRAIL ACCT. A Mr. F.G. Adams nearly took passage of her. The body of Pursar Geo. Foster Beck was found on Shelter Id. On 5/7/98 a life boat was found on the beach above Pt. Sherman, beaten up badly, with bed roll and some clothing in it. Also near by was evidence of a bon-fire but no sign of survivors.

D.A. Disp. 6/28/1916 pp. 5 C.F. Stagger, the diver, who re-turned to Juneau today after diving traps for the Funtler Bay cannery, says that earlier this month he dove for 2 days on the "Clara Nevada" wreck and brought up nearly half a ton of brass and copper. He avers that the "C.N." definitely did not blow up, nor burn!

D.A. Disp. 5/7/1918 pp. 14: The skull of a white man found on the beach in Auk Bay, is believed to have come from the "Clara Nevada". (There is another 'B.S. story' about her disappearance and sinking.....)



Built 1872 at Camden, N.J. 463 tons gross; 388 net.  
154' x 24.7' x 11.8'

For good story of wreck and also list of passengers see  
Skagway Daily Alaskan Feb. 18, 1898

ALASKAN (Sitka) 2/19/'98 Left Skagway in storm 2/12/'98  
and lost. Had about 40 pass. and crew of 35. Str.

"Rustler", Capt. Malcolm Campbell, went out from Juneau to  
search and found wreckage---one board had ----ADA.

She was seen to burn and explode from Seward City. The  
steam tug J.M.Coleman" returning from Skagway also reported  
wreckage. Lost with her pass. was AlM Myers an old timer  
from Juneau and A.Boenicke of the J.D.Meyer & Co. of Juneau  
cigar merchants. Bad storm at the time.

Intact. )(OVER)

DYEA TRAIL 3/11/98 says when she ran on Eldred Rock, there  
was a bad storm in Lynn Canal. Oil from her coal oil lamp  
(Loose Rochester lamps) which probably upset and set her  
on fire, then she blew up. A Mr. Sanderson Reed of Port-  
land was sent North to investigate her wreck and went to  
the scene on the "Rustler" Capt. Thornton. It was found  
that she had slipped off the ledge and was sunk in about  
water that covered her 24' above the decks. Masts still

XXX

Album 15.

Album 18.

CLAREMONT

No. 204731

Wooden steam schooner.

1. Stbd. broad, at pier, loaded with lumber. G.
2. Stbd. bow, showing wreck on Coos Bay Jetty on  
May, 22, 1915
3. Port broad sunk at dock; loaded; (P.37; Jan.'52  
SHIPS & SAILING)

Built 1907 at,

747 gross;

Stranded on the Coos Bay Bar, Ore. May, 22, 1915. There was 23 people on board and none lost.

2/28/1940/2 Broke her rudder in a storm off Grays Hbr.

with 24 persons on board. After 8 hours, repairs were made and she was able to head on down to S.F.

6/15/1940/3 "Clarement" sinking about 3 miles off Willapa Bay. Became waterlogged when seams opened up in blow. Sent S.O.S. at 01:10 this morning. She is reported to have touched the bar on the way out to sea which caused her seams to open. Ten of her crew have been removed and 13 more remained on her. The tug "Klihyam" is standing by

CLAREMONT

Pacific Coast Wooden Steam Schooners

Lyman

747 tons, built 1907 by Linderman of Aberdeen, for the Claremont S.S.Co., a single ship co. managed by Hart & Wood.

Wrecked without loss of life on the Coos Bay Bar.  
May, 22, 1915.

Carried 750-M ft. and had a triple expansion eng.



## CLAREMONT

~~Pacific Coast Wooden steam-schooners.~~

~~Lyman~~

Built by G.F. Matthews of Aberdeen for the Hart-Wood Lumber Co. S.F. She carried 1350-M ft. lumber. (1917)

Was in trouble in June, 1940, becoming waterlogged off Willapa Harbor after touching Grays Harbor Bar; but was safely towed to port: in March 1941 renamed the ALWILL

<sup>1291 tons</sup>  
Emp. 10/17/1923/6 The st. sch. "Claremont" lost her rudder off the Col. River Bar today and called for aid...



Book 32

CLARKDALE VICTORY

Book 31

ATS Victory ship

Book 30

- 1 Port broad, slow. (Mag. cut from Seattle P.L.)
- 2 Seven views of wreck from Newspapers. (Mag. cut)
- 3 Pict of Capt. Gerald Laugesen, wife, girl. (Mag. cut)

Picts and story in Book 30; Pages 12 to 17

Story of wreck in Book 37; page 28

11/26/1947 Check dates of wreck, etc.

12/2/1947. Had 53 on board and 49 were lost, etc.

CLAUDIA

Old schooner  
1906

11/20/1906 she ran into a storm off Gray's Hbr. and began leaking badly. Capt. Stream who had his wife on board hailed the passing sch. "Winkleman" and over the protests of his wife passed a line around her waist and threw the other end to the "Winkleman", then threw her into the sea. She was pulled safely on board the latter sch. which went on it's way to Seattle. Capt. Stream eventually made port.

CLAYOQUOT

Old P.C. Steam tug.

1. Picts of her only as the "Phoenix"

See reverse side of card~~o~~ on "Phoenix"



CLENBORO

Album 9.

P-M T.B.Co.  
Canadian tug.  
Diesel "VO14B"

1. Stbd. broad, a/s crane barge.

VG

CLEONE

Wooden Steam Schooners of the Pacific Coast

Lyman

197 tons, built 1887 at S.F. by Boole & Beaton.

Had 150 h.p. compound engine and was owned for some years by W.A.Mitchell of S.F.

1. Good pict. pp 39; Aug. '53 S.&S.

CLEONE

Album (5)

Small old frt. vessel.

(1) Port, nearly broad, still in stream house aft. G

1. Stbd. ctr. actual replica. (Mag. cut)
2. Another depiction page 36; Dec. '52 S.&S.

## CLEVEDON

A.T.S. "Feltre"

11/6/1937/5 M.V. "Clevedon" now owned by the U.S. Has been raised and repaired and is loading lumber at Longview, Wn for Hong Kong. Capt. Emil Jackson who has been with the P.A.F. for 27 years, is now her master. She was purchased from the Italians and renamed.

1/19/1942/4 Hearings to be held on fire and subsequent grounding of "Clevedon" near Yakutat. No one injured!



CLEVEDON

Album 4.

ex "Feltre"  
Lg. Frt. Pass.

1. Stbd. broad, still in stream, Seward. VG

Story of her blowing up at Yakutat.

Book 39, pp. 12.

CLEVELAND

No. 127178

Old str. on Alaska

gold haul--1897

1. No picts.

A.M.Rec. 9/15/97 says she is still unreported. Has a large shipment of Klondyke gold on board, from St. Michael She arrived at Skagway on Feb. 16th with 200 pass. and a full load of frt. from the south.

D.A.Disp.

Built 1865 at Hull, Eng. as the Br. "Sirius" later became Br. "Scandinavian" then Br. "Sirius" then the Hawaiian "Kahului" 1160gross; 731 net; 258.2' x 26.1' x 15.9' 135 Nominal h.p. 200 Indicated H.P.

MORE INFO. BOOK 35; Page 57-22

CLEVELAND

~~Steel Steamers of the Pacific Coast~~ Lyman.  
(Second of 5 foreign built, used on P.C.Lumber trade)

1160 tons, was also an iron steamer.

She was built in Hull, Eng. in 1865 and was originally called the SIRIUS.

Later she was renamed Scandinavian; then Sirius again, while still later she was under Hawaiian registry as the KAHULIU.

In 1898 she became American, under the ownership of Chas. Nelson. Out of registry in 1901



CLIFFORD J. ROGERS

New Canadian Frt.

on Alaska run. '55

1. Pict. and info. Album 43.
2. 3 picts. taken at anchor~~e~~ Juneau. 4/3/56 (PCA--7)
3. Info. Lg. G.S. File under CANADIAN VESSELS

CLIFFORD J. ROGERS

New Canadian str.

Diesel 1955

Emp. 12/2/1955 "Clifford J. Rogers" built this year in Montreal, Canada, arrived in Skagway Tues. Oct. 30th 1955 on her first trip to Alaska. She will be on the regular run from Van. B.C. to Skagway.

She is 336' long and is powered with two 950 h.p. diesel engines. Can cruise at 12 knots. Carries 4000 tons, and 168 insulated carriers of 5 tons capacity each

On this, her maiden trip to Alaska, she brought in 800 tons of general cargo and loaded 2000 tons of concentrates for the return voyage.

named for Mr. C.J. Rogers who heads the transportation system of the White Pass and Yukon Route.

See pp. 4 in S&S Summer 1956 for some info.

Pict. and info. Book 43; pp 38.  
Good info. etc. (NOTE BOOK No. 1. pages 39--51)

PICT. At Skagway. BOOK 45; pp 26

CLIFFORD SIFTON

Yukon River str.

1. No picts.

Built 1898 on Lake Bennett; Some time after 1915 she was converted to a barge and wrecked in Sunnydale Slough near Dawson.

7/17/1901 she was wrecked while being launched at Whitehorse. Slid into a snag. She had just been undergoing repairs at the B.Y.N.yards. Was hauled back out and repaired.



## CLIO

Pacific Coast Wooden Steam Schooners

Lyman

One of seven completed steamers built for the Emergency Fleet Corp. by the Pacific American Fisheries yards.

All were identical being about 2450 gross tons and carrying 3500 deadweight. 268' x 46' x 23'

All powered with two 750 h.p. triple expansion engines turning twin screws.

The "Bobring" and "Cruso" were delivered to the Shipping Board in 1918 and the "Bockonoff", "Bon Secour" "Bonnetterre" "Clodia" and "Clio" in 1919.

The "Clio" was the only one that did not go to the scrap heap by 1925.

She passed to the Union Sulphur Co. of N.Y. in 1921. They sold her in 1924 to Wm. Beebe of the N.Y. Zoological Society who registered her as a yacht named "Arcturus". Made trip to Galapagos Ids. described in Beebe's book "Arcturus Adventure." After the expedition she was sold to Portuguese registry and ran to the Azores and Cape Verde Ids. from New England.



CLIPPER II

Can. halibut schooner

1. At Juneau; 1956;

(PCA-10)

CLIVIA

New German M.S. '55

1. Pict. and info.

Album 43.

2. VG Porthole pict.

(PHP--4)

CLOSSETT

Yukon River str.

1. No picts.

See "Joseph Clossett"

Book 32

PCA 6

CLOVER

Coast Guard Cutter

1. Port bow, speed. (Mag. cut)
2. Stbd. broad at Army dock, Juneau. Sept. 1950



STORM TROUBLES. BOOK 30; Page 57

CLOW

Yukon River steamer

1. No picts.

See "Martha Clow"

CLYDE

~~Pacific Sealing Ships.~~

~~American Schooner~~

Reported by Lewis & Dryden as an American vessel sealing in 1885. Perhaps the same vessel as the "Sadie Clyde" although neither is listed in the Merchant vessels edition of 1885.

CLYDE L. SEAVEY

Isbrantsen freighter

1. No picts.



See book 37 page 60 for story of 'chained sailor"

COALINGA

No. 127343

Bark

A.P.A. 1901

"Star of Chile"

1. No picts.

2. Picts as the "Star of Chile"

Built 1868 at Dundee, Scotland. 1001 gross; 874 net;  
202' x 34.2' x 25.2'

MORE INFO. BOOK 35; Page 57

COAL OIL JOHNNY

Yukon river str.

1. No picts.

Old Skagway papers report her and the "TananaChief" lost  
at Kantishna by ice and high water, May, 31, 1906



COAST

PCA-46.

Cannery tender

1. Stbd. broad at Newtown float, Ketchikan.
2. Pict. advertised for sale in PACIFIC MARINE REVIEW  
Feb. 1916 Page. 5. 64' x 14.7' x 5.8' and  
powered with a 65 h.p. Atlas gas eng. Book 41.

COAST CLIPPER

Steel steam schooner

1. In Tongass Narrows; War paint; (Album 28)

COAST MERCHANT

Steel Steam schooner.

1. In Tongass Narrows; War paint. (Album 28)

COASTAL MONARCH

Knot ship

1. Pict. pp 10. May '53 Motorship

COASTAL RAMBLER

C1-MAV1 (knot ship)

1. Port broad. Loaded. (P.51; Mar. 152 SHIPS & SAILING)
2. Pict. Loading R.R. car. pp. 14/ Book 41.



Collided with Union S.S. Co. "Catala" off Helmcken Id. BC

7/21/1952 (Book 39; pp. 22)

Some late info. (1956) (NOTE BOOK No. 1. pp 3--19)

COASTAL RIDER

BHP-2

Knot ship.

Now "North Star" of  
Bureau of Indian Aff.

1. Port bow at inner approach to Ballard Locks.

3/29/1949/8 A.N.S. seeks \$700,000. to convert "C.R."

5/25/1949/5 Todds, in Seattle begins conversion work on he

8/13/1949/4 New "North Star" now on Initial trip Due at  
Pt. Barrow Sept. 5th.

COASTAL RIDER

Santa Ana S.S.Co.

1. (No pict.) Aug. 1948

A motorship (Knot ship-I believe) operated under charter by the Santa Ana S.S.Co. on the Kuskokwim River run from Seattle until expiration of charter June 1, 1948 at which time she reverted back to the Maritime Comm. as her operators could not operated at a profit. The run was taken over in July 1948 by the A.S.S.Co. and its motorship "Reef Knot" was loading for the run.



COASTAL TRADER

Fishing trade

1. No pict.

199 gross; 160 Net; 400 h.p. oil engine Built at  
S.F. 1943 Documented Apr. 1. 1947 with home port Juneau  
and owned by the Coastal Trading Co. Inc.

COASTAL TRADER II

Fishing trade

1. No pict.

200 gross; 161 Net; 400 h.p. oil engine Built at Antioch, Calif. 1942. Registered as in the fishing trade, Home port, Juneau, Documented Apr. 1. 1947 with owners the Coastal Trading Co. Inc.

COASTER

Album 15.

Wooden steam schooner  
Ex. "Caoba"

1. Stbd. broad, slow, close-up; crowd on deck. VG

# COASTER

Pacific Coast Wooden Steam Schooners

Lyman

579 tons; built 1905 by John Lindstrom at Aberdeen  
Had 400 h.p. compound eng. and carried 700-M ft. lmb.  
In 1914 she was owned by Chas. H. Higgins. Of S.E. who  
sold her in 1918 to the Caoba Corp. of N.Y.

In 1920 she passed to Sudden & Christensen of S.F.  
Wrecked near Col. River Lt. Feb. 5, 1925



COEUR D'ALENE

Old wet-ass  
Lewis & Dryden

1. Port bow at lake pier.



COHO

New (1959) P.Sd. ferry

1. VG PICT. Info. (PWB Sept. 1959 pp 17)
2. More VG. with picts. (PWB. May 1960---whole issue)

COHOCTON

U.S. Navy vessel.

1. Pict. in Seattle D.D.

pp. 15; Book 41.

COHO

Black Ball Ferry

1.

Built by P. Sd. Bridge & Drydock 28 in crew.  
Powered with twin 2080 h.p. Cooper Bessemer Diesels and  
has service speed of 16 knots at 300 rpm.

341' O.A.; 320 W.L.; 308' B.P.; 72' beam.

5360 gross 2880 displacement tons.

14'4" clearance.

108 cars (Buicks) 76 trailer vans (largest Wash.

State allows on her highways.

500 pass. Seats 138 foreward and 168 aft.

COL. BARCLAY

Album (8)

U. S. A. T. tug.

(1) Stbd. broad at Seattle Port Pier.



COL. CHARLES L. WILLARD

Album 5.

U.S. Lighthouse Service.

"Madrona"

1. Port, broad, speed, Puget Sd. Pass. on foredeck. G

SOME INFO. BOOK 35; Page 29

MORE INFO. BOOK 35; Page 29

COL. DE VILLEBOIS MAREUIL

Old sailing ship

1. VG. porthole pict showing sails only above a swell.  
(PHP--4)

See PICT. BOOK 44; pp 22

COL. GEO. ARMISTEAD

Album (13).

Army Engrs.

(1). Stbd. broad, laid up in Lake Union.

VG

Later "Agnes Foss"



COL GERRIT V. QUACKENBUSH

Album 7.  
Album 21.

A.T.S. FP

1. Stbd. broad, at Seattle Pier 1944. VG
2. Two views, iced down at Seward.
3. Two views laying abandoned behind the Seward  
breakwater.

Info. Book 36 Page 47

1. Port bow, speed, (small Mag. cut)

95' Petrich designed and built and launched from the  
ways of the Western Boat Building Co., Tacoma 1941.

COLONEL MOODY

Old wet-ass  
Lewis & Dryden

1. Port broad, speed. (2nd str. built in the Victoria  
B.C. district.



XXX

Album 18.

COLDBROOK

Large steel freighter.

- ①. Head on, sinking in Cold Bay or Sinclair Bay, Alas.  
Oct. 1939. "Commissioner" and "Dolly C" a/s.
- ②. Port qtr. resting on even keel on bottom with stern  
under water.

COLLINS

Yukon River steamer

1. No picts.

See "Lala Lee Collins"

COLOMA

Old bark

1.

American bark collided with the British ship "Cissie" in 70 mile gale off Cape Flattery on Sat. Feb. 17th. 1906 The 'ship' made port but the 'bark' was reported holed and drifting helplessly. I found nothing further on her.

12/19/1906 Skagway paper says she had been wrecked on Cape Beale earlier this year. The story told how the Lighthouse keepers wife was to get the Carnegie Medal for her walk of several miles in cold and storm to summon aid for this and two other vessels that wrecked on the Cape.

Collision info. above found in D.A.Disp.(2/19/1906) ?

D.A.Disp. 12/10/1906 says 'Bark "Coloma" was wrecked on Cape Beale Fri. night Dec. 7, 1906. Her crew was rescued by the British steamer "Quadra"



COLORADO

~~Steamship of States Line.~~

1. (No Pict. 5/6/'49)

Hit a reef near Tatoosh Island Mar. 10, 1949  
Refloated and taken to yards of Consolidated Builders, Inc.  
at Swan Island where repairs totalling \$34,280. will be  
made. She was outbound from Puget Sound Ports and Van.  
B.C. to Portland. She will backtrack after being re-  
paired and then proceed to the Orient.

M.D. Apr. 2. 1949

P.C.A. 5.

COLORADO

Pacific Mail S.S.Co  
Side-wheel steamship  
From Eldredge collect-

1. Port broad, at sea, from an old print.

XXX

Post Card Album 1.

COLORADO

No. 4227

Sailing ship barge.

Book 38

1. Port, broad, on Colorado Rocks, (Wrangell Narrows)

2. Good 8 x 10 pict. of side-wheel hull. May be same vessel reduced to a barge. Neg. no. 2295

3. Wreck on W. Narrows reef. (PCA-10)

DOUGLAS ISLAND NEWS 1/25/1899 says 'coal bark "Colorado" with 1700 tons Comax coal, arr. Treadwell in tow of tug "Pilot" Barge master (Colorado) was Capt. Fred C. Andrews. Told of near loss by storm in Queen Charlotte Sound on the way up.  
DYEA TRAIL 2/10/98 says she was at Skagway and was to be towed south by the tug "Pioneer" which was enroute with the large coasting bark "Canada" in tow.

Built 1864 at Boston, Mass. 1062 gross; 983 net;  
Was previously a bark. 1075.10 gross; 1035.72 net;  
170.9' x 35.5' x 22.7'



Piled up on Colorado Reef, Wrangell Narrows in 1899

In 1899 she was being used as a coal barge from Comax, B.C. to the Treadwell Mines----southbound she would take out concentrates, etc. On Jan. 25, 1899 she was 8 days being towed from Comax by the steam tug "Pilot" Had 1700 tons of coal. Capt. Fred C Andrews was barge master. Nearly lost in gale in Dixon's Ent. on way north. The tug was to tow her and the barge "Richard III" south from Treadwell about the 1st. of Feb. for more coal.

I believe it was on Feb. 21, 1900 while the "Colorado" was being towed south by the steam tug "Lorne" that she piled on the reef in Wrangell Narrows that now bears her name. It seems that the tug ran aground first and the heavily loaded (sulphates) barge plowed into her damaging her more. It was at first believed that both units would be floated off and repaired in Seattle. The tug alone got off and the barge eventually rotted away on the rocks. (DRINK PILSNER BEER-----THATS WHAT WE DID) signs appeared on the stranded hulk some years later.

NOME NEWS Says date of wreck was Apr. 21, 1901. Loss \$5000. Was being towed by the tug "Pilot" says NOME NEWS.



(2)

COLORADO

Old sailing-barge

D.A.Disp. 4/25/1901 pp.4; Tug "Pilot" takes scow to the wreck of the "Colorado" in Wrangell Narrows, to try to save the Treadwell Company's \$30,000. concentrate cargo.

D.A.Disp. 5/13/1901 The tug "Pilot" towing the large barge "Richard LLL" arrived back in Treadwell from the wreck of the "Colorado" on 'Manuense Reef' in Wrangell Narrows.

Book 29  
Album 26

COLUMBIA

No. 125801  
Old Atlantic Steamship

1. Port broad, sketch. (Mag. cut)
2. Stbd. broad, at sea; drawing. (From Lewis & Dryden)
3. Port broad. (Mag. cut) First steamship to use electric lights.

This may be the vessel of that name that was once a unit of the Pacific Mail Line in 1880 ---the first steamer on the Pacific to be electric lighted.

Believe this is the "Columbia" that wrecked near Unalaska, in the Aleutian Islands prior to 1910. See EMPIRE Apr. 18 1910 (Within 3 years of 1910)--before. See Columbia no. 5948

Blue Book 1907 lists "Columbia" St. s. No. 125801 as sunk in collision with Str. "San Pedro" off Pt. Arena Cal. July, 21, 1907. Built 1880 at Chester, Pa. Crew of 74 2721 gross; 1746 net; 309' x 38'5" x 14.4'

Rammed off Shelter Cove--70 miles below Eureka, Calif. by the lumber-laden steam-schooner "San Pedro" during a dense fog. She was bound from S.F. to Portland. She sank in a little over two minutes. Capt. Doran went down with his ship. 96 lives were lost. The "San Pedro" was badly crippled but her cargo kept her afloat. She was towed to port by the Str. "Geo W. Elder" 90 of the crew and pass. of the "Columbia" were brought into S.F. by the rescue steamer "Roanoke" Both vessels were travelling full speed in the fog. An investigation was held later. The Third Mate a Mr. Hawse was charged with cowardice--his boat got clear of the sinking ship without one woman in it.



COLUMBIA

Coastal steamer  
1906

7/23/1907 A steamer of this name collided in a dense fog off Cape Mendocino, at mid-night on the 20th, with the st. sch. "San Pedro!" 98 or more, persons were drowned. Later, at a hearing, 3rd Mate Hawle testified that Capt. Hansen (or Doran) (Account was garbled) of the "San Pedro" refused to give any aid to the sinking ships pass. & crew. Later it was found that he was insane (Hawle)  
SEE STRAIGHTER INFO. ON CARD ON "SAN PEDRO"

Some good history 1880--- Album 48; pp. 11

NOTICE: See story on her in NOTE BOOK No. 24. pp 76

COLUMBIA

Col. River Light-  
ship.

1. No picts.



Built in 1908. Went on duty on Umatilla Reef 1910 then in 1944 transferred to the mouth of the Columbia River She made her last trip out of Astoria this week bound for Seattle, where she will undergo some repairs before going to the East Coast for a years duty. After that time she will be retired.

COLUMBIA

Side-wheeler  
Historical.

More info. in Book 37; pages 35 and 40

## COLUMBIA

Steel steam schooners of the P.C.

Lyman

1,923 tons, with 1600-M feet lumber capacity, was built by Harlan & Hollingsworth at Wilmington Delaware, in 1912 for Wilson Brothers & Co. of S.F. She was about 15 feet longer than the "St. Helens" thereby being about 239.3'x41.2'x20.6', and had passenger accommodations; her engines were identical to the "St. Helens" thereby having twin screws, with two, triple expansion engines of 1900-hp each. In 1917 she was requisitioned by the Shipping Board, who sold her in 1920 to the New Orleans & South American S.S.Co. In 1923 she was owned by Thomas Crowley of S.F. and a year later dropped from registry.



XXX

COLUMBIA

Album 18. Album 24.

Alaska S. S. Co.

Album 12

1. Stbd. bow at Alaska Line Pier, Seattle, showing damage to bow, result of collision with "Yukon"
2. Stbd. broad off Juneau Island 1940
3. Crossing my bow near Rocky Island in Icy Straits.
4. Three picts. at Ketch. War paint. (Album 28)

See Page 8 Red Scrap Book No. 36



Info. Book 36 Pages 8--81

Info. (20 yrs. ago) Book 40; p.60.

9/28/1938/2 Stewards on "Columbia" strike to get injured boy in Juneau hospital. He is now O.K. and strike is settled.

10/1/1938 Collided with S.S. "Yukon" off Jefferson Pt. P. Sa. in fog, 10:30 ~~feet~~ one killed; (Yesterday) Capt. C.A. Glasscock on "Yukon" and Capt. Andrew Anderson on "Columbia" Jimmy Madsen was a pass. on "Yukon" which was Northbound and "Col." southbound.

10/3/1938 Both vessels full speed at time!!

9/13/1946/3 SS "Columbia" sold and delivered to Sociedade Continental Atlantica Limitada of Oporto, Portugal.

COLUMBIA

Album 9.

Album 22.

(Old steam tug)

1. Port, broad, speed, Puget Sound hills.

G

2. Port bow, Ketchikan harbor.

D.A.Disp. 6/2/1916 pp.5 Tug "Columbia", Capt. John D. Gilmore, stopped at Juneau today after towing the barge "Amelia" to Idaho Inlet.

D.A.Disp. 8/12/1916 pp.5 Tug "Columbia", Capt. J.D.Gilmore left Seattle June 26th to tow the disabled motorship "Kuskokwim River" from Chignik to Bethel, about 200 mi. up the Kuskokwim River. The K.R" has two 150 h.p. Metz & Weis semi-diesel engines---both on the 'fritz'. She slipped both of her wheels and sailed on into Chignik and wired for a tug. The owners, Kuskokwim Trading Co. has had bad luck. They lost their "P.J.Abler" to fire last year at Juneau, and last winter one of their boats got frozen in on the Kuskokwim.

COLUMBIA

Album 11.

Bar Pilot Boat.  
Ex "King and Winge"

1. Stbd. broad, astern, on duty off Col. River Bar. G

COLUMBIA

New 1958 Pilot boat.

1. VG picts. and info. (PWB Sept. 1958 pp 20)



## COLUMBIA

Pacific Sealing Ships

American schooner

43.33 gross: 41.07 net: 60'x17.7'x7.2' O.N. 126941

Built at Seattle in 1893. Went sealing that year, calling at Sitka but catch not reported. In 1894, she was commanded by Capt. T.J. Powers and took 967 skins. In 1895 she was owned at Neah Bay and sailed from there with Chestoqua Peterson as master on the coast where she took 369 skins. Capt. O.F. Christianson took command for the Bering Sea hunting, during which she took 644 skins. Not reported in the sealing fleet after this year.

Arr. Sitka 5/6/1893 Capt. Bangs; entered 35 skins with Customs.

COLUMBIA

No. 5948

Sailing ship

A.P.A. 1901

1. No picts.

(gray cover  
PCA 66-387)

See Columbia No. 125801

Built 1871 1471 gross; 1327 net; Built in Bath, Me.  
205.9' x 40' x 24'

Wrecked in Unimak Pass, Alaska Apr. 30, 1909.

Had total of 193 people on board and all were saved.

D.A.Disp. 5/22/1909 says she hit 8 miles East of Scotch Cap light in a storm on Apr. 29th, 1909. Bound from S.F. to Nushagak. 194 crew and pass. (Cannery crews, Japs, Wops, Chinks. etc. All safely landed ashore.

COLUMBIAN

Book 29

Yukon River steamer.

1. Bow view near river bank. (Magazine cut)

There is a good pict. in Territorial Museum of her and the  
"Eldorado" leaving Dawson on July 4, 1899 for a race to  
Whitehorse. See SOUVENIRS OF NOME by E.A.Hegg.)

PICT. in 5-Finger Rapids ALBUM 31 pp 14



Used on the Stikine River then towed to St Michael in June 1898 by the Norwegian str. "Tordenjold" along with the str. "Canadian"

Built 1898 at Victoria, B.C. She operated on the Yukon to eventually become the worst mishap recorded. She blew up and burned Sept. 25, 1906 at Eagle Rock Between Big and Little Salmon Rivers. Six of her crew were killed Crew shooting ducks accidentally shot into her hold which was loaded with powder. Mate Joe Welch and a fireman are missing---5 others are severely burned. Capt. J.O. Williams was Master and Capt. Harry Baughman, pilot. Had 156 tons of frt. 21 cattle and no pass. as she was carrying dynamite Total loss valued at \$100,000.

146' x 33.4' 716 gross; 455 net. Was owned by the White Pass Co. who bought her and other units from the Canadian Development Co. 4 others died later of burns.

F.W. NEWS 8/10/98 Originally built for Canadian Development Co. Passed through Wrangell on way to Yukon and Capt. Shafer was commanding when she was towed up.



COLUMBIA QUEEN

Album 8.

U.S.A.T. tug.

1. Stbd, broad at Seattle Pier C. Do-nuts on dock. G.

George Baggen Jr. ran this one during War II in Alaska  
Collides with "Hawaiian Planter" pp. 35; Book 41.

Info. on lost barge. Book 40; pp. 68

More on her lost barge----Book 39; pp. 27

Owners pay damages to above barge. Book 39; pp. 29

See wreck story, PICTS. etc. in DAILY JOURNALS 1959, 1960

Also NOTE BOOKS No. 56 and 57.

Also PICT. page 32 in Pac. Work Boat Dec. 1959

Book 32

Album 26

COLUMBINE

Album 22

Old U.S.L.H.S.

1. Port broad, Ketchikan Harbor.
2. Stbd. qtr. speed, no background; (Magazine cut)  
(Check this one with No. 1. above---steel and  
has a 200 h.p. Atlas. diesel)
3. Port broad; full speed. (From Lewis & Dryden.)  
Have 620 neg. Also, 5 x 7 print.

Built 1892 at Cleveland, Ohio 424.13 gross; 212.07 net;  
145' x 26.6' x 12.8' 108 nominal H.P. 800 I.H.P.

Was at Skagway 9/26/1907

Passed thru' Sitka 6/17/'93

6/10/'94 U.S.L.H.S. At Sitka; Comdr. Oscar Farenholt.

9/26/1907 Due Juneau; Capt. Richardson, commanding.

D.A.Disp. 9/15/1906 says she, the "Rush" and the "McCullough" were all proceeding to the aid of the wrecked str.

"Oregon" on Cape Hinchinbrook. This vessel was owned by the U.S.L.H. Service and had material on board for the construction of the lighthouse on Cape Hinchinbrook.



COLUMBUS

3rd Largest German liner

1. Good stbd. broad. (Page 41; Aug. '52 S.&S.)



COLUSA

No. 125169

Old bark: oak hull

1. No pict.

Built 1873 at Bath, Me. 1188 gross; 1111 net;  
187.3' x 38.3' x 22.2'

Built at Bath, Me. prior to 1874 (mentioned in Lewis & Dryden) Sailing out of S.F. that year.

Alaska Daily Dispatch Dec. 23, 1899 says 1200 ton bark, all oak hull, ran into a gale off Biorka Island and was finally driven ashore in Whale Bay on Dec. 18, 1899. Commanded by Capt. George H. Ewart. All hands O.K. but had to row to Sitka.

ALASKA MINER 12/23/1899 says she was wrecked Dec. 12 Was 1200 tons burden and carried 2150 tons. Four sailors in one of her boats made Sitka on the 14th and at the time believed the Capt., his wife and 8 others were lost. Had bad time, cold etc. The Capt. and others rowed in OK on the 15th though.

She was owned and managed by Charles Nelson of S.F. At the time of her trouble she was out of S.F. for Kahului Hawaii. via Departure Bay, B.C. where she was to pick up a load of coal. She had hit a coral reef on her previous trip and was to be repaired, but did not get inside of Cape Flattery. Blown to sea, ran into a storm, sprung a leak, and finally ended up near Biorka Island. Again blown out, then back in and ashore at Whale Bay.

## COMANCHE

Album 4.

Book 29

Old Steel St. Sch.

1. Stbd. broad, speed, Magnolia Bluff. VG
2. Stbd. broad, speed, on the Sound, less house. G.
3. Stbd. broad, speed. as Frt. (Mag. cut)

Built 1913 at Seattle 547 gross; 350 net;  
133.7' x 28.5' x 18.5' Used for general P. Sd. freight-  
ing. In 1920 pass. accomodations were added and she was  
used on the Neah Bay run. Her last service was as a  
freighter between Seattle and Vancouver. B.C. There is  
no further record of her after 1937.

MORE INFO. BOOK 35; Page 32



COMANCHE

Ex. "EUGENIA MORAN"

M.D. 7/30/1960      Renamed and used by General Metals for  
towing barge LST 537 from Aleutians to Seattle.



CYANE

P.C. Album (1).

Med. U.S.C.G.C.

P.C.A. (4).

- (1). Stbd. broad, crossing Tongass Narrows, Ketchikan.
- (2). Stbd. broad, at Ketchikan City Float.
3. Port broad, slow at sea. (PCA--7)

To go to Ketchikan----Album 48; pp. 27 (1934)

To be sold. BOOK 44; pp 7

COMET

Large tuna clipper

1. Good picts. and story of her loss Pages 14 to 23;  
July 1952 S.&.S.

COMET

Album 5.

Halibut schooner.

1. Stbd. broad, at anchor in still cove.

G.

D.A.Disp. 8/21/1914 Tug "Alice" of James sawmill in Douglas, picked up the "Comet" at Hoonah and towed her to Ketchikan for the San Juan Pkg. Co. It seems that the "Comet" had become disabled at Yakutat and then had sailed from there all the way to Hoonah.



## Comet

Old trader M.S.

1921

Later "Dorothea"

Emp. 9/23/1921/6 M.S."Comet", Capt. Wm. Tinn, will run a new service from Seattle to Akutan, Lost Hbr. and Dutch Hbr., etc.---start Oct. 3rd.

Emp. 10/15/1921/6 "Comet", Capt. Harry Tinn, arr. Juneau going West. Owned by San Juan Fish Co. She won the bid on the mail contract derelict since the "Dora" was taken off. 94' x 19.5' 88 net tons and powered with a 125 h.p. gas engine. Was used as a patrol boat on P.Sd. during War I....

Emp. 9/6/1927/6 "Comet" capsized in S. Inian Pass yesterday and dumped all her deckload of tierces. Floated bottom up and was towed to Port Althorp by small craft. Some of her cargo was saved and brought to Juneau by the "Virginia IV"

Emp. 9/17/1927/6 "Comet", Capt. Hutchinson, towed to Juneau by the "Resolute", Capt. Martin Welch. Both are owned by the Baranof Mld Cur Pkg. Co. Repairs will be made here.

She became the "DELPEN" IN 1953 or 1954

COMET

Tuna clipper

1. Pict. and info.

pp. 9; Book 41.

COMMANDER

Album 5.

Lg. screw Pass Ferry.

1. Port, broad, slow in stream as ferry boat.

G

2. Stbd. broad at dock, as Franulavitch cannery

G

Built 1900 at New Whatcom, Wn. as the "General Frisbie"  
Renamed in 1929; Sold to P.S.Nav. Co. in 1936. Passed to  
Chas. Surian of Anacortes about 1939 and was towed to  
Kodiak by the tug "Ruby"

2/29/1936 The steamer "Commander, formerly operated by ~~the~~  
the Washington Route in the Seattle-Bremerton run, is at  
the end of her career. Her boilers are being removed at  
the plant of the Lake Wash. Shipyds. She will be dismantled  
from stem to stern and her hull converted into a landing  
float for a West Seattle site. The company sold her re-  
cently to local interests.

She has been laid up since the Washington route was  
acquired by the P. Sd. Nav. Co., the Black Ball Line,  
which operates its own big ferries on the Bremerton run.

2/5/1937/6 R.D.Suryan of Seattle is outfitting and renov-  
ating the former S.F.Bay ferry "Commander" to a floating  
cannery at the Anderson Shipbuilding Corp. yards. Will  
have a 320 h.p. diesel engine and carry a crew of 44 men.  
Plans to sail to Kodiak about May 10th.

M.D.1/19/1937 Being renovated at cost of \$60,000. at plant  
of Seattle Shipbuilding and D.D. Co.



COMMANDO

A.T.S. barge.

Ex S.S. "Starr"

1. No picts. as barge.



See card on "Starr"

COMMISSIONER

Album 7.

P. Sd. Tug & Barge.

1. Port, broad, speed, as P.Sd. T.& B. Co. tug. VG.
2. As barge at Wrangell 1958 (PCA-10)
3. See info. BOOK 44; pp 44.

See Page 10 for pict. and info. in June 1937 P.M.B.

Sold

See Page 6 in Red Scrap Book No. 36

Built at Brunswick, Ga. in 1918. 108' x 28' x 13'  
Had a 600 h.p. Atlas diesel.

Sold early in July 1951 to the South Park Salvage Co.  
by P.Sd. T & B. to be scrapped. (This same outfit scrapped  
the old "Prince George" early in summer of 1951)

M.D. July 21, 1951

In Aug. 1951 she was sold to interests in Long Beach,  
Calif. to be converted into a fish packer. She was en-  
route down the coast when she began sinking about 30 miles  
south of Cape Flattery and had to be towed to Neah Bay by  
the C.G. McLana. From ~~Flattery~~ there she was towed to  
Seattle by the Arthur Foss. New owner was R.R. Clarke of  
L.A. Is being repaired and will try to go south again.

M.D. Sept. 1, 1951

9/8/1941/2 Here for fuel and to pick up a loaded barge in  
Auk Bay and tow it to Cordova.

(2)

COMMISSIONER

P.Sd. T & B. tug.

9/26/1941/8 Big barge was lost from the tug "Commissioner" and is adrift in a N.E. gale somewhere between Cape St. Elias and Yakutat. Broke away from the tug when the tug had to turn too and run ahead of the storm last Wed. nite Sept. 24th. The C.G. cutter "Bonham" is heading to scene  
9/29/1941/6 The big 480' barge x 42' beam) lost by the tug was found still afloat in the cove near Cape Hinchinbrook and was taken in tow and later turned over to the tug again by the C.G. "Bonham"



## COMMODORE

Album 7.

Canadian steam tug.

1. Port, broad, slow, Seattle Hbr. as Canadian tug. VG
2. Hit rocks and sunk 12/31/1955 M.D. (Book 39; pp. 43)

Built at Vancouver, B.C. 1907 318 gross; 216 net;

119.6' x 26.1' x 14.5'

D.A.Disp. 8/6/1914---towing barge "America", was held by  
Customs at Ketchikan on way south---she had failed to  
enter on the way north. Released by Wash. D.C. Investig-



Built 1907 at Van. B.C. 310 gross; 216 net.  
119.6' x 26.1' x 14.5'

Renamed "Commodore Strait" Jan. 1949 along with all 14  
units of Straits Towing and Salvage Co. of Vancouver, B.C.

"Robert Preston"	is now	Haro Strait
"Gen. Cotton"	" "	Hecate Strait
"Senator"	" "	Rosario Strait
"Belle"	" "	Georgia Strait
"Standpoint"	" "	Broughton Strait
"Union Jack"	" "	Burnaby Strait
"Glenboro"	" "	Montague Strait
"Fearful"	" "	Malaspina Strait
"Eldome"	" "	Victoria Strait
"Polar King"	" "	Canso Strait
"Stormer"	" "	Barrow Strait
"A & L"	" "	Davis Strait

12/10/1942/2 J.F.D. puts out fire in galley on her today.

Album 11. Book 31 COMMODORE  
Album 5. PHP.1.  
Album 23 PHP 2

Four-masted sailing.

1. Port, broad, at anchor, Puget Sound. VG
2. Masts only above swell. Columbia River bar.
3. Sails only showing above huge swell at sea.
4. Stbd. bow, at lumber dock. (Porthole)
5. Port broad, speed, sails, good, (Porthole)
6. Port bow, being handled by "Arthur Foss" (Mag. cuts)

Built 1919 at Houghton, Wn. by the J.H.Price Construction Co.

She was originally named the "Blaatinā"

More in 1947 DIARY Page. Jan. 7. Page Feb. 10.

Now owned by a South African firm. M.D. 9/27/'47

1934 info. pp. 3 in Album 44.

More info. pp. 10/ Book 44 Also pp 14.

M.D. 2/15/1936 Towed to sea from Tacoma by the "Arthur Foss" bound for San Pedro with about 2-million ft lumber. Expect to make trip in 8 days. Recently purchased by the Defiance & Dickman Mills of Tacoma, after being idle in Lake Union for more than a year.

## COMMODORE

Old sailing ship

2/26/1937/8 "Sch. "Commodore" sold by Mathers Lumber Co. to the Iniskin Drilling Co. of Los Angeles and will come North to replace the Str. "Doylestown" recently sold to the Northland Trans. Co. She was (Doylestown) previously owned by the Nelson S.S.Co.

K.Chron. 5/9/1937 Towed to Chitina Bay by steam tug "Iroquois" Capt. Sam Glass and Capt. W C.Ansell. for the Iniskin Drilling Co.



COMMODORE

Old Brig

Sitka 1869

Arr. Sitka from S.F. 5/6/69 Capt. F.F.Percival



COMMODORE

Old side-wheel str.  
"Brother Jonathan"

See card on "Brother Jonathan" Book 37; page 37

See envelope in Lg. G.S.File under SIDE WHEEL STEAMERS

COMMODORE STRAITS

Ex. "Commodore"

1. See card this file on "Commodore" (B.C. steam tug.)
2. Add----Salvage of "Commodore Straits" still hopeful  
Book 39; pp. 46.

COMMONWEALTH

Album 11.

TP 82

1. Stbd. broad, at Seattle Port Pier. as A.T.S. VG

COMOX

Med. Canadian pass.

1. VG pict. in the Alaska Club Album on my shelves.



CONCETTA

Shp. Bd. str.

1. Sold to Italy, etc. BOOK 44; pp 30

## CONCORD

Old U.S. Gunboat  
Alaska 1901

On July 4th 1901 she and the British str. "Glenora" were at Unalaska. She raised all her flags and the British str. raised the Union Jack. U.S. Comm. Whipple got sore and ordered them to take it down. When he wouldn't, Whipple got Marshall Sullivan to arrest him. Not wanting to be jailed he complied then later rowed over to the "Concord" Some time later he went back and again raised the 'Jack' and this time the U.S. vessel raised the Br. flag on the foremast and fired a full salute to the Br. vessel thereby avoiding an 'international incident. Capt Knox commanded the "Concord"

U.S.S. "CONCORD"

1894

In 1894 made surveys in the Islands of Four Mts.  
Results shown in U.S. Hydrographic Office chart No. 8.  
edition of Feb. 1895

CONCORDIA

65' frt. pass. ferry  
Horluck Trans. Co.

1. Port near broad, Cover of Dec. 1951 PMB.

Runs between Port Orchard and the Puget Sound Navy Yard  
at Bremerton.



CONDOR

HMS (British)

1. No pict. 1950

Lost off Cape Flattery in 1901. Name came to light in article of old Binnacle brought up to surface by the trawler "Blanco" in June, 1949. Was found 50 miles N.W. of Tatoosh Island in 42 fathoms of water. See article in M.D. June 18 and June 25, 1949.

XXX

Album 18.

CONGRESS

211442

Large Coastal Pass str.

1. Good stbd. broadside of her burning in Coos Bay in 1916. Also shows passengers being taken off.
2. Stbd. broad, burning, lifeboats being lowered. Album 19.
3. Stbd. qtr. after being gutted by fire: small steam wrecking vessel a/s. Also in Album 19.

Some VG. info. (NOTE BOOK No. 27; pp 114)

Later "Emma Alexander"  
Later "Nanking"

Built 1913 at Camden, N.J. 8262 gross; 5099 net tons.  
423.8' x 54.9' x 17.4' 7000 h.p. 196 crew.

Caught fire outside of Coos Bay at 15:00 Sept. 14, 1916  
Capt. Cousins headed for Coos Bay and brave engineers  
stayed by. Many craft took passengers off in the Bay and  
she burned to the waters edge. Valued at \$2,000,000.

Had 216 passengers and 175 crew on board and none lost!  
Cause unknown. Later rebuilt and became the "Nanking"

More history on reverse side of card on "Emma Alex.--"

D.A.Disp. 9/15/1913 The new \$1,225,000. liner "Congress"  
has left the East Coast to come around the Horn. She  
will be one of the last vessels to do so before opening  
of the Panama Canal.

ADD TO FIRE STORY: Started in #2 hold, near steerage qtrs.  
of undetermined origin.

D.A.Disp. 12/3/1916 pp.4. Burned "Congress" is being re-  
built at Seattle.

D.A.Disp. 4/13/1917 pp. 6; "Congress" sold to the Pacific  
Mail Lines for \$800,000.

D.A.Disp. 5/23/1918 pp.6; "Congress" repaired at Seattle  
Construction & D.D.Co. and renamed "Nanking" of China  
Mail S.S.Co.



Book 32

Book 31

CONQUEROR

Album 6

Sailing ship- barge.

1. Stbd. bow, at moorings with others Lake Union. G.
2. Stbd. broad, being burned for scrap. (Mag. cut)
3. Same burning pict as (2)
4. To be salvage vessel (1934) Book 42; pp. 4.
5. Sold; conv. to barge. BOOK 44; pp 46

Article on vessel in Red S. B. # 36 Page 9.



Some history in 1947 DIARY PAGE. Feb. 11.

Was idle in Eagle Hbr. for more than 10 years after completion of a trip from Port Elizabeth, South Africa Jan. 16, 1928. Shipping depression caused lay-up which was one of longest stays of a sailing ship on Puget Sound.

She was built at Eureka, Calif in 1918 and Capt. James Hersey took her over to become her one and only skipper----he was in her 15 years. In 1938 she was towed from Eagle Hbr. and beached on the sands of the Upper Sd. where she was burned for the metals in her hull.

She was known as a speedy vessel from B.C. to South Africa. Made a trip from Victoria to Durban, S.Af. and then to S.F. Calif. in 219 days. Averaged 231 miles a day for 20 days on the trip.

CONSTANTINE

5975

Old brig

Sitka--1867

Departed Sitka 11/24/'67; for S.F.; Capt. John Hanson,  
commanding.

(John F. Hanson)

She departed again, according to records, 4/7/'68 Hanson  
still in command. 122/53 tons burthen.

Records surrendered at Sitka 11/18/1867 Owners were  
John Hanson & Co. and Capt. John Hanson commanding.  
On Mar. 17, 1869 she arrived at Sitka from S.F.  
11/18/67 From Russ. to U.S. Reg. 122.53 tons.

CONSTANTINE

No 5688

First Mail Steamer  
to Alaska 1869

1. No picts.

Hutchinson Kohl & Co. of S.F. were awarded the first mail contract to Alaska in 1869 and had the str. "Constantine in service.

319.67 tons;

MORE INFO. IN BOOK 35; Page 45. -44

Departed Sitka 5/23/'68 for the Aleutians; Capt Nicholas Benzemann commanding.

Arrived Sitka 7/20/68 from Alaskan ports. Capt. A Penfeman  
From Russ. to U.S.Reg. 12/19/67 319.57 tons.

Arr. Sitka from S.F. 5/26/69; Capt. Wm. E. George

Capt. Adolph Lindfors 4/11/68

Capt. H.H.Benjamin Oct. 2, 1868 (Either this vessel or the "Winged Arrow" was wrecked on this date--writing was so garbled I was unable to make out which)



CONSTELLATION

Book 29

Naval training  
ship.

1. Port broad, at Navy Pier. (Magazine cut)
2. Port qtr. (magazine cut)



Saved from scrap by Senate

Album 44; pp. 6.

Album 28

CONSTITUTION

Album 6.

"Old Ironsides" Frig.

PHP. 1.

1. Stbd. broad at dock Seattle, crowds on dock. G
2. Stbd. bow, speed at sea, (painting) (Porthole)
3. Stbd. bow at dock. (P.40; Aug. '51 SHIPS & SAILING)
4. Bort broad; anchored. V.G.

Keel laid at Edmund Harth's Naval Yard in Boston in Nov. 1794 and she was launched in Oct. 1797. Was retired from active service around the turn of the century (1900) and deteriorated in her berth until 1925 when a movement was started to preserve her as a national shrine. \$918,000 was raised by school kids, private sources and congressional grants and the work was finished in 1931. In spite of this effort she is starting to go to pieces again in 1949.

Good stories, including hers in "Forty Famous Ships" by Henry B. Culver and Gordon Grant. Published by Doubleday Doran & Co. Inc.

Good story on her in Book 37; page 26

CONSTITUTION

Lg. Am. Exp. Liner

1. Stbd. near broad. V.G. (P.8; Oct. '51 SHIPS & SAILING

Full info. Page. 9, Oct. '51 SHIPS & SAILING



CONSTITUTION

old P. Sd. str.

See article on her in Book 37; page 37

CONSUL D.

Post Card Album 1

Hirst Mine Tender.

Post Card Album 3

P.C.A. 4

1. Stbd. broad, at Cold Storage Float Sitka. F.
2. Port broad at Cash Cole's dock. Juneau.
3. Stbd. broad on N.C.C.o. ways 1947

CONTE BIANCAMANO

Lg. Italian Line Str.

1. Good pict. of her in berth at Genoa Hbr. Italy.  
Aug. 1952 MOTORSHIP mag.

Album 28

CONTE GRANDE

Lg. Italian liner

1. Good post card.

CONTINENTAL BRIDGE

Steel steam schooners of the P.C.

Lyman  
Built 1919

3283 tons, was bought about 1925 by Swayne & Hoyt, S.F., who renamed her the "Point Fermin." In 1934 she was sold to the Record S.S. Co. N.Y. and renamed, "Florida" She is out of registry about 1926



## COOLCHA

Old Motorship 1922

Emp. 2/22/1922/6 the Ocean M.S.Co. motor vessel "Coolcha" arr. Juneau today. Chartered to Burkhart Bros. and will load 27,000 cases salmon at Tee Hbr.. 263' long and has a 1000 h.p. diesel engine. Crew of 27 men.

Emp. 2/15/1923 M.S. "Coolcha" of S.F. hit rocks in a snow storm off Albert Head in the Strait of Juan de Fuca, today and was later abandoned in bad shape...

COOS

Sm. old Side-wheel  
Steamer. Lewis & Dry-)

1. Stbd. broad near shore with people on board.

COOS BAY


Old Coastal Steamship

1. No pict.

Wrecked near Ventura, Calif. Jan. 30, 1911. Salvaged  
by underwriters and towed to San Pedro Feb. 2, 1911.  
No loss of life. Owned by the Pacific Coast S.S.Co.

XXX

COOS BAY

Album  17.

Collier.

Book 38

Ex. "Vulcan"

1. Port, broad, midship section dry on sand-bar.
2. Port bow, peeking around high rocky bluffs.  
Built in Sparrows Point, Md. 1909; 5149 tons.  
Wrecked at San Francisco, Cal. 1927.
3. Another good 8 x 10 pict. of wreck. Neg. No.  
23019-1



COOS BAY

Converted LST

1. Drifting disabled at sea. (Book #34 page 30)

COQUILLE CITY

Album 27

Waterfront (old)

1. Pict of the river at Coquille with several old boats including the old tug, "Resolute" in the river.

## COQUINA

Steel steam schooners of the Pacific Coast.

Lyman

2140 tons, was completed at Manitowoc in 1919, another sister to the "Corsicana". The Shipping Board sold her in 1926 to Pillsbury & Curtis; who laid her up at San Francisco in April, 1930. While still laid up she became one of the assets of the Los Angeles S.S. Company, and passed through the California Steamship Company to the Matson Line, during successive reorganizations. Matson sold her in April, 1940, to the Oliver J. Olson Company, San Francisco, who renamed her the "Cynthia Olson". The "Cynthia Olson" earned the first gold star in the West Coast lumber fleet; while under charter to the War Dept. with a cargo of supplies, she reported herself as being attacked by a submarine on Dec. 7, 1941, 1200 miles west of Seattle. Nothing has been heard from the ship or crew of 35 since.

COQUITLAM

Union S.S.Co.

2nd of Name. (1955)

1. VG bow view at Juneau. (PCA-10)
2. At Juneau Alaska Steam dock. '57 (PCA-10)



Sister to "Chilcotin"

(NOTE BOOK No. 1. pp 61-71)



COQUITLAM

Album 5.

Sm. old Frt. type.

1. Port, broad, speed, Alaska scenery. Like st. sch. G.
2. Stbd. broad still in stream. (Lewis & Dryden)

Canadian str. Seized for sealing violation in Bering Sea  
by Rev. cutter "Corwin" and taken to Sitka, arriving  
there 7/9/'92 Capt. E.E.McClellan

Her bond was brought up on Str. "Islander" for 6200 seals  
but vessel still not released. 8/27/1892

Vessel finally released 9/21/1892 and allowed to leave  
for Victoria, B.C. this day. She had been used by her  
owners, the Union S.S.Co. of Van. B.C. as a supply ship  
for the Canadian sealing schooners in Bering Sea.

11/25/'93 She was still being held at Sitka. (Must have  
been seized two years running)

ALASKA JOURNAL 6/17/1893 "Coquitlam case being tried in  
Juneau---full story.

Lg. G.S. file under BRITISH COLUMBIA STEAMERS (Old)

D.A. Disp. 5/27/1909 says Canadian str. "Coq." on fire off  
Pt. Roberts, B.C. last night. 1 seaman and 3 Japs dead.  
Pass. helped crew put out the fire.

CORA

Yukon River steamer

1. No picts.

Built 1894 by a C. S. Bettles-----

CORAL SEA

Some kind of small  
Freighter (P.Sd.)

1. No picts.
2. VG Stbd. broad at Juneau City dock. 2/23/56 (PCA--7)



Owned by Maurice Reaber in 1950 and sold in 1951 to  
Western Fisheries Co. She is 103' long and carries a  
capacity load of 250 tons. Powered with a Superior diesel.  
M.D. Jan. 13, 1951

1. Stbd. broad, speed as C.G. Reserve. (Mag. cut)

Emp. 4/8/1922/6 "Cordelia D" offered for sale by T.M.Davis

Album 1.

CORDOVA

Alaska S. S. Co.

1. Port, broad, still, three cars on deck.

G.

2. Port, broad, speed. at sea.

P.C.A. 1.

VG.

After serving in various ships of A.S.S.Co. Capt. Moore became a pilot for J.J. Moore & Co. He died in 1936 while piloting the frigate "King James" from Bellingham to New Westminster, B.C.  
D.A. Disp. 1/30/1912 New str. "Gordova" launched Jan. 3rd. then purchased by the A.S.S.Co. Steel hull, double bottom, twin-screw oil burner and can pack 8000 tons. Will go on the Alaska run this season.  
D.A. Disp. 7/29/1912 Arr. Juneau last night on her first trip to Alaska. Capt. Fred Warner, commanding.  
Built at Harlan & Hollingsworth yards in Wilmington, Del. D.A. Disp. 1/21/1913 She ran aground Sun. the 19th in Wrangell Narrows and had to pump 50 bbls. of crude oil in the channel to lighten up and refloat. Not badly damaged.

Early days of A.S.S.Co.  
SEE R.S.B. #36. Page 3. Info. Book 36 Page 78



Built 1912 at Wilmington, Del. for the A.S.S.Co.  
2089 gross; 1269 net; 243.3' x 41' x 20'

Came around the 'Horn' the year she was built and arrived in Seattle July, 10, 1912

See Alaska Daily Dispatch July, 29, 1912 concerning arrival of new Str. "Cordova" and merging of S.S.Companies.

She was being built for Olson & Mahoney of S.F. at yards of Harlan & Hollingsworth. Capt. Fred Warner brot' her around Horn for A.S.S.Co. She oiled at Jacksonville, Fla. and had only 90 bbls. when she made Talta, Chile See reverse side of card on Rev. cutter "Tahome" for rescue story Sept. 1914 and continue herewith:

The "Cordova" had been on her rescue voyage 36 days and her fuel was dangerously low. She set out for Akutan the nearest fueling point and arrived there on the evening of Oct. 4, with her tanks nearly empty. Fueled up and then took her rescued persons on to Dutch Harbor where they got off. From there she went to Latouche and Ella-mar and loaded copper ore for Tacoma. Stopped at Santa Ana and Kasgan in S.E.Alaska and loaded salmon then went on to Seattle, arriving there 01:17 Oct. 21, 1914. Had steamed 7902 miles in 59 days, 1 hr, 38 mins.



D.A.Disp. 2/7/1913 pp.3 The oil dumped by the vessel in Wrangell is proving injurious to ducks. Coats their wings so they become easy prey for animals and hunters.

D.A.Disp. 10/29/1915 pp. 7; V.G. Story of genial Capt. Tommy Moore of the "Cordova" who ate moose, caribou and reindeer meat, etc. consigned to A.S.S.Co. agents.

Emp. 11/1/1927/6 "Cordova" hit an uncharted rock about 15' under, in Hood Bay. Not believed badly damaged.

Emp. 4/29/1937 "Cordova" sends out SOS Fire in No. 2 hold and steering gear broken, in gale in Hecate Strait C.G. "Alert", USS "Swallow" and "Northwestern" rush to her assistance. Reported anchored about 15 miles N. of Bonilla Island. Capt. D.J.Goetz. Has 104 pass. on her. Call came at 08:22 today.

Emp. 4/30/1937 "Cordova" safe at Ketch. Flames smothered.  
10/21/1946 "Cordova" sails to Bering Sea ports.

SEE PICT. (PCA-10)

HISTORY BOOK 35; pp27

No. 238860

CORDOVA

Shallow-draft cannery  
tender.

PHP ②

- ①. Port bow, speed, Seattle waterfront (Porthole)

Featured in M.D. Oct. 28, 1950. Repowered in Mar. '50 with two D-318 Cat. diesels, each developing 80 h.p. at 1600 r.p.m. Owned by N.E.F.Co. and used for picking up fish on the Copper River Delta. Skippered in 1950 by Ward Baldwin and Chief Eng. Geo. Kirn.

Built 1935 at Seattle. 61 gross; 49 net; 160 h.p. 79.2' x 18.3' x 4.2' (Owned by Oscar Berseth of Seattle in 1943.

Taken over by the Navy in 1943 and used as a P boat around Sitka Sound. Geo Gulluffsén Jr. was master then.

HISTORY IN BOOK 35; Page 27

11/21/1941/6 "Cordova" Capt. Tronsden, relocated after grounding on Woody Pt. in Chatham Straits. Badly damaged but able to proceed south. Pulled off reefs by two C.G. cutters and an ATS vessel. Pass. removed; crew O.K. She was southbound from Cordova to Seattle.

COREA

Old bark---Alaskan  
waters.

1. Port bow, high and dry on sand beach; upright. (Mag.)

Book No. 34    Page 10



Picture taken in 1882.

She carried supplies for the first salmon cannery on  
Cook Inlet.

HISTORY BOOK 35; Page 42



CORNELIA COOK

Album 9.

(Old steam tug)

1. Stbd. bow, a/s "Active" and "Mary C." at anchor. G

Built 1900 at Portland, Ore for the Cook Canning Co. as a tender for use on P. Sd. Passed to Chesley T.&.B. of Seattle in 1908. In 1924 she was owned by a Vivian Gruff of Seattle who removed her steam and installed a gas eng. Exploded and burned near Port Angeles Sept. 29, 1925. 51 gross; 27 net; 73.6' x 18.4' x 5.6'

Believe she did some work in Alaskan waters. Tentatively identified a/s wreck of "Mariechen" in False Bay in 1918

D.A.Disp. 1/27/1906 says the "Rustler" spoke her with a tow stormbound in Cleveland Pass.

D.A.Disp. 3/24/1903 "CorneliaCook" will come to Taku this season..

D.A.Disp. 10/9/1901 She took out a party to repair the Juneau--Skagway cable...

D.A.Disp. 3/24/1903 "Cornelia Cook" cannery tender of the Pac. Cold Storage Co. is coming to work at Taku Hbr. cannery this season.

D.A.Disp. 9/29/1904 pp. 3; Tender at Taku Hbr. this season

CORNELL

Pacific Coast Wooden Steam Schooners

Lyman

837 tons; built 1905 by Hall Bros at Winslow and sold new to Ira J. Harmon of S.F. who renamed her the "J.B. Stetson" Fitted for passengers; 900-M ft. lmr. and had 450 h.p. triple expansion from Risdon Iron Wks.

In 1911 she was sold to the Hicks-Hauptman Lmr. Co. and in 1917 to the Pacific Mercantile Marine Co. and in 1923 to the A.B. Johnson Lmr. Co.

Wrecked at Cypress Pt. below Monterey, Calif. Sept. 2, 1934. Her crew of 19 were saved by the Cutter "Daphne"

CORNHUSKER MARINER

U.S. Frt. vessel

1. Info.---cut in two.

Book 40; pp. 58



XXX

Album 17.

CORONA

No. 126522

Old Coastal Steamer.

2. VG. 8 x 10 enlargement of (1) (Book 48; pp. 37)

① Stbd. nearly broad, pounding in heavy surf; life-boat standing out from beach. Crowd watching from shore. On Humbolt bar, March, 1, 1907.

Red Scrap Book No. 361. Page 7.  
See Death of Capt. Andrew A. Aas.  
"Olympian" of P.O.S.S.Co. on Alaska run this year. Capt. James Garrol commanding. Was brought around from the East Coast early in 1889.  
Arrived at Sitka 4/12/189  
Left S.F. 3/26/189 with 750 tons frt. Left by the "Idaho" She was on the bottom in Wrangell Narrows for 24 hours, but not damaged--4/5/189 Her Chief was J. Williams.  
Crew listed in ALASKAN 4/13/189  
ALASKAN Sitka) 6/29/189 Arr. Sitka, Capt. J. Carroll and Chief R.E. Tomlin. 75 pass.  
ALASKAN (Sitka) 11/13/189 Arr Sitka. Again 12/4/189



Built 1888 at Philadelphia, Pa. 1492 gross; 966 net;  
220.7' x 35.2' x 15.7' 23 crew; 1440 h.p.

Left Seattle winter of 1897 for Alaska. Had 305 pass.  
including 30 women bound for the Klondyke. She lost her  
way in a Dec. snow storm and ran aground on Lewis Island  
B.C. She sank and all crew and passengers had to camp on  
shore for 5 days until the "Alki" came along and picked  
them all up and landed them in Seattle. "Corona" was  
eventually raised and taken to Seattle. From there to  
Quartermaster Hbr. and then on to S.F. by the famous tug  
"Tyee" The "Corona" was a unit of the Pacific Coast S.S.  
Co. M.D. 4/22/50

Her troubles did not end with this stranding. After being  
refloated and towed to S.F. a fire broke out on her and  
did considerable damage....Estimated over \$10,000.

and taken off Alaska run--put on S.F. to San Diego run.  
ALASKAN (Sitka) 6/15/189 Replaced the damaged str. "Idaho"  
on board.  
the Humbolt Bay Bar. Only one person was lost out of 153  
over to James Carroll. She was wrecked Mar. 1, 1907 on  
around to West Coast by Capt. Chas Goodall. Command turned  
Brought Built at Philadelphia in 1888. 220' x 35' x 9.5'

ALASKAN (Sitka) 2/12/1898 says that she ran on Herbert Reef, near Lewis Id. B.C. (Western Grenville Channel) at 08:00 Sunday Feb. 6th, 1898, during a blinding snow storm. Had over 300 pass. All got ashore and had to camp as the vessel filled with water each tide. First seen by the "Noyo" which had 200 pass. Capt. Lundquist, offered to take the pass. on to Skagway but since he was already over crowded they elected to stay put until the "Alki" and "Geo W. Elder" picked them up. Capt. Pierce was master on the "Corona"

DYEA TRAIL 2/11/98 says Pilot Gauffman, who was on watch when she stranded claims 'directions on chart say to steer direct from Gibson's Id. to the N.W. slide on Kennedy Id. No soundings are marked on the chart less than 7 fathoms and this only on the extreme end of Lewis Id. When she hung up she had 5 to 10 fathoms all around except on the bow there was only 2.5 fathoms It is 6½ miles from Gibson Id to N.W. slide and I kept due N.W. for 17 mins. from abm. Gibson Id. to course change to NW x N and she hit 7 mins. later. (OVER)

DYEA TRAIL (more) Pilot Cauffman says he is not to blame although he had told several men when she was on the rocks that he was to blame and was a ruined man. He intimated he would commit suicide. This was his 1st. trip as Pilot in Alaska waters and also it was Capt. Pierces 2nd trip as Master. The other Pilot a Mr. Thompson who went off watch at 04:00 says the reef is well known to local mariners and that the vessel was off her course. Cauffman has been on the Pacific Coast about a year, coming from the East coast where he had commanded the strs. "Indiana", "Illinois", "Pennsylvania" and "Ohio" Sailed from Philly, Pa. to Liverpool and Antwerp. On the Pacific. he has been 2nd. officer on Coastal steamers before going on as Pilot on the "Corona".

VG History in BOOK 35; pp 7

Hits Humboldt Jetty. BOOK 44; pp 47



CORONADO

Pacific Coast Wooden Steam Schooners

Lyman

578 tons; built 1900 at Aberdāen, by G.H.Hitchings for Thomas Pollard of S.F.

In 1910 she was transferred to the Coronado Co. and on April 27, 1917 she foundered off Point Arena.

Carried 650-M ft. lumber and had a 500 h.p. triple expansion engine made by the Fulton Engineering Wks.

Burned off Eureka. Was taken in tow by the steam schooner "Hoquiam" later sinking as stated above.

CORRALES

Book 29

Steel steam schooner

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



## CORRALES

Steel steam schooners of the P.C.

Lyman

2146 tons, was built at Manitowoc in 1918 for the Shipping Board, and was a sister to the "Ada". In 1926 she was bought by Pillsbury & Curtis of S.F., and in 1932 by the Los Angeles S.S.Co. In 1934 she passed to the California S.S.Co., and two years later was taken over by the Matson Line. In April 1940, she was sold for \$150,000 to the Oliver J. Olson Company, S.F., and renamed the "Barbara Olson".

P.C.A. 5

P.C.A. 6

CORSAIR

Book 29

Book 31

Luxury yacht.

1. Port broad, speed. (Good Magazine cut)
2. 3 different at City dock, Juneau, June, 1948
3. Bow view at Northland dock " " "
4. Port near broad, still in Ketchikan Hbr.
5. Stbd bow, nose ashore--1949
6. Port & stbd. views of wreck. (Mag cut)
7. Pict. of wreck in Book #34 page 31.

More info. Book 36 Page 80

Built 1930 in Maine.

2699 Gross: 1072 Net:

330' x 22' x      Has 6000 h.p. steam. Accomodations  
for 86 passengers. Capt. H. Nedden in 1948

Nov. 5, 1949 M.D. page 2. carries story of her being  
picketed the previous week in Seattle by S.U.P. acc't.  
her non-union crew and failure of her owners to renew a  
contract with the A.F. of L. Seafarer's International Union  
which expired in Sept. She left for a Canadian Port but  
turned up in Long Beach, re dy to take on stores for 12  
day round trip to Acapulco, Mexico. Picketed again at  
Long Beach. (Troubles were apparently ironed out as  
she next made the papers when she piled up at Acapulco--  
see 'YEAR BOOK' Nov. 12, 1949. for story of wreck.

(D.E. Skinner of Seattle is President of Pacific Cruise  
Lines.)

Sold Fri. Feb. 10, 1950 to Junta Federal De Mejoras  
Materiales De Acapulco a Mexican syndicate for a  
price reputed to be \$1,000. as is where is. Once  
the private yacht of J.P. Morgan. M.D. Feb. 18, 1950  
By Aug 1951 she was completely stripped and her engines  
are being installed in the Acapulco Light & Power Co.  
Plant.



## CORSAIR

Lg. yacht.

5/1/1930/2 The large steam yacht "Corsair" built for J.P. Morgan, was launched in the Kennebec River in Maine recently at Bath. Largest yacht in the world and cost two million to build.

6/10/1930/7 More info. on "Corsair" 343' long, etc.

6/24/1948/2 Yacht "Corsair", Capt. H. Neddon, here with Oakland Chamber of Commerce as tour party. Built 1930 in Maine. 330' long and has 22' draft. 1072 net; 2699 gross. 6000 hp. Steam 86 pass. Arr. 14:00 today.

## CORSICANA

Steel steam schooners of the P.C.

Lyman

2059 tons, was completed in 1918, a sister to the "Corrales". In 1926 she was bought by Pillsbury & Curtis San Francisco, from the Shipping Board; and renamed the "Timberman". In 1932 she passed to the Los Angeles S.S. Company; in 1934 to the Calif. S.S. Company, and in 1936 to the Matson Navigation Company. In 1937 she was bought by the Schafer Brothers Steamship Line, who still owned her in 1941 as the "Margaret Schafer".



# CORWIN

Album 2. PHP. 1.

See "Thomas Corwin"

Album 3. PHP 2

Old Gold Rush Passenger.

Album 23.

1. Stbd. broad, at anchor, close in to shore; (Former U.S. Revenue Cutter of same name.)

2. Port broad, under way.

3. Port, broad, Ketchikan Hbr. Colored. P.C. Album 1.

4. Unloading supplies on ice, Nome roadstead.

5. Port qtr. unloading supplies on ice. Nome. (Port-

6. In background of pict. of "Bear" in ice. hole)  
(Porthole)

7. Port broad, speed as old Rev. cutter. (620 neg.)

D.A. Disp. 11/25/1913 On Nov. 21st (Fri) the Kotzebue Trading Co. str. "Corwin" ran ashore by Brady Glacier in Taylor Bay in a snowstorm. She was on the beach for 3 days before being refloated. Str. "Alameda" passed close by but wireless S.O.S. was not picked up by her.

See story on Page 8

Red Scrap Book No. 36.

Built 1876 at Albina, Ore. as the U.S. Rev. cutter "Thomas Corwin" and used in western Alaska service. In 1900 she was sold out of the service and remodded to come out as the "Corwin" on Alaska runs. Was the first boat in to Nome for several springs. Wooden hull. Sold to Mexico about 1916. First dimensions are listed as:

150' x 24' x 12'

Rebuilt to: 447 gross; 239 net; 138' x 24' x 13.2'

More on her in 1947 DIARY Page Jan. 12.

Originally 213 tons. 3 guns; 8 officers, 32 men.

Good history in Book 37; page 22

11/13/1906 she arrived at Seattle---last str. to leave Nome this season. On her south-bound trip she was on the rocks in Johnstone Straits all one night, but floated off and proceeded south. Hit and stuck night of Nov. 10th.

D.A.Disp. 3/10/1913 he was bought by a group of Alaskans and will be placed on the Nome-Kotzebue Sd. run.

As U.S. Rev. she arrived Sitka 5/7/192  
Capt. Munger, commanding 6/2/193 (Capt. Fred G. Munger)  
Still on her in 1895

(2)

CORWIN

Gold Rush str.

D.A.Disp. 5/2/1915 "Corwin leaves Seattle for Nome today.

D.A.Disp. 10/5/1915 pp.6 'she was purchased several yrs. ago by Capt. O.A.Anevik at a Marshall Sale in Seattle for \$8000. Used for a while on Arctic walrus hunts etc. Built at Portland in 1876. Recently converted to oil.

D.A.Disp. 12/3/1915 "Corwin" chartered to the S.W.S.S.Co of Los Angeles, and will run in the Calif.-Mexico trade.

D.A.Disp. 5/13/1916 "Corwin" sold to Senor Del Valle of Salina Cruz, Mexico and will operate under the Chilean flag.



COSMOPOLIS

Wooden Steam Schooners of the Pacific Coast

Lyman

339 tons, built 1887 at S.F. by Boole & Beaton.

Had 250 h.p. compound engine.

Her first owners were Higgins & Collins, of S.F. who operated her in the Grays Hbr. trade.

Sold 1895 to the Inter-Island Steam Navigation Co. who renamed her KAUAI.

Wrecked without loss of life on island of Hawaii, Dec. 24, 1913.

COSMOS

Small old U.S.L.H.S.  
tender.

1. No picts.



Built at Mare Island, Calif. 1887 25 tons.  
52.5' x 12' x 4'

ALASKAN (Sitka) says U.S.Rev. cutter "C" arr. Sitka on  
Sept. 1. 1898.

Book 38

COSTA RICA

Old P. Coastal str.

1. Grounded near rocks. 8 x 10 ; Neg. no. 2120

ALASKAN (Sitka) 8/1/'91 Under charter to Br. Gov't. and used at Dutch Hbr. as Navy coal store vessel at a cost of \$400.00 perday.

ALASKAN (Sitka) 8/15/'91 says Br. supply ship "C.R." Capt. James McIntyre, arr. Sitka. 2000 tons Reg. owned by Alex Dunsmuir of Victoria, B.C. and employed as a steam collier Wellington to S.F. Was built 1890 at Stockton on Tees at a cost of \$250,000.

Obviously there was a ship of this name (str.) that was wrecked on Green Id. Which one is not listed in two different places and the date, year, etc. is also missing. Mc Bride lists her and so does list in D.A.Disp. Apr. 1911

XXX

## COTTAGE CITY

No. 126613  
Gold Rush

Album ①.

Album 17.

Album 25.

Album ③.

Album 22.

Album 23.

- ①. Stbd. broad in stream, still, wind astern. Vg.
- ②. Port, broad still in stream; Ketchikan Hbr. G
- ③. Stbd. nearly broad, aft. listing away from snow-covered wooded shore; Pulteny Pt. B.C. Album 24.
- ④. Broadside cut from Eldredge collection.
- ⑤. At Skagway dock coated with ice.
- ⑥. Post card of (3) above. none lost.

Blue Book 1910 says she hit Jan. 26, 1911 on Willow Pt/ B. C. (Not Cape Mudge.) Also lists 101 on board and

She hit on Cape Mudge, in snowstorm, Thurs. Jan. 26, 1911 at 04:00---Capt Jensen in command. 37 pass. 60 crew. all made shore and were quartered at Campbell River and Yaculta. Nose of ship high and stern under water. Built at Bath, Me. 1889 and bought 1896 by P.C.S.S.Co. By Feb. 16, attempts at salvage given up. Feb. 28th. Capt. Jensen cleared of blame---conditions, etc. "Ramona" re-placed her on run for a while---then the "Senator"



Built 1890 at Bath, Me. 1885 gross; 981 net;  
233.1' x 40.6' x 23.3' for the New England S.S.Co. on  
Coastal runs out of New York. Came to Pacific Coast in  
1899 via Cape Horn to the P.C.S.S.Co. account. Wrecked  
in Jan. 1911 at Cape Mudge, B.C. 1300 h.p. 60 crew.

Jan. 13, 14, 1900, she made thrilling rescue of  
"City of Seattle" broke down off Bridget Pt. (For story  
see back of card on "City of Seattle" seriously.)  
breakers for the Treadwell mine, many were injured but none  
bridge. Also on board were a number of Slavonian strike-  
Jansen was in command but Pilot Benjamin Craig was on the  
was thrown overboard and rescued a half hour later. Capt.  
and another barge when the accident occurred. Purser Jones  
The tug "Tyee" was towing the schooner barges "Blakely"  
slight damage but the "C.G." had about \$20,000 worth.  
"Blakely" off Jefferson Head. The latter suffered only  
At midnight, Oct. 16, 1908 she rammed the lumber sch.  
back of "Humbolt" card.  
For libel suit by Capt. of "Humbolt" see story on  
damaged.  
attempting to come through at low tide. Neither ship was  
and "City of Seattle" touched bottom in Wrangell Narrows  
June, 24, 1899 Mining Record says both "Cottage City"



1. Plenty of picts on Card No. 1.
2. Port broad; speed. Album 28
3. At. Killisnoo dock from shoreside; Book 38; pp 54

Sept. 7, 1902, southbound from Wrangell she hit rocks on Island Point about 22 miles below Wrangell. The weather was rainy and foggy. She had 180 pass. and Capt. Wallace lost no time getting them all ashore-----She struck and stuck at 22:30 at night. Less than an hour afterwards the "Spokane" came by and picked up the passengers. Capt. Wallace says, "That damn fool pilot tried to turn the point before he got to it!"

HISTORY BOOK 35; Page 24

Full story of wreck on Etolin Id. Sept. 7, 1902 in NOME NEWS Sept. 23, 1902

8/6/1901 Capt. Lloyd, commanding.

6/30/1901 'Repaired---Capt. Nicholson to run her.'  
Capt. David Wallace in Apr. 1901

4/20/98 paper says she hit a rock in Chatham Sound, B.C. and stuck hard and fast. For a while it was believed she was hurt but she floated off on the tide and made her run on to Juneau and Lynn Canal ports.

ALASKA DAILY DISPATCH SAYS she wrecked Jan. 27, 1911 on Cape Mudge.

She was disabled in Wrangell Narrows Oct. 9, 1903 when she blew a cylinder head. Capt. Wallace was in command. Later towed to Wrangell where repairs were effected.

June 24, 1899, both she and the "City of Seattle" were stuck in the mud in Wrangell Narrows. Neither vessel was damaged and both floated free on the tide.

Sept. 1902 she piled up on Etolin Island about 2 mi. from Steamboat Bay. She was refloated on the 20th and towed into " " where temporary repairs were made then she was towed to Seattle for further repairs. (OVER)  
She hit Ripole Rock (Seymour Narrows) Apr. 24, 1905 when her steering gear broke while negotiating the narrows She heeled over so badly that she took water on deck. was able, however, to proceed under her own power to Seattle

Card 3

COTTAGE CITY

Gold Rush str.

Operated by Fall River Line on East coast in 1891

Nov. 12, 1906 she broke a tail-shaft near Bella Bella, B.C. Had 100 pass. Was coming to Skagway----pass. transferred to other steamers and tugs were out of Seattle to tow her South.

11/23/1906 she was libeled by the "Dirigo"---latter gave assistance at Bella Bella, towed her to a safe anchorage. Owned by P.C.S.S.Co.

10/14/1901 She had a broken thrust shaft in Lynn Canal and was picked up and towed to Seattle by the "Dirigo" of A.S.S. NOTICE: The NOV. 12, 1906 episode above is also found in D.A.Disp. for 1907 ! How come? Check.

D.A.Disp. 12/30/1907 she again broke a tail-shaft, this time in Georgia Strait and was towed back to Seattle by a Can. tug. The "City of Seattle" took her trip.

D.A.Disp. 10/17/1908 says she collided with the lumber sch. "Blakely" at midnight last night off Jefferson Head. Capt. A.C.Jansen, commanding. Several passengers were injured and all were taken off. The "Cottage City" went in to D.D. "Blakely" unhurt.



On Jan. 30 it was reported that she had broken in two and was abandoned. The "Ramona" was to replace her on the run. On Feb. 2, 1911 a Capt. Genereau, salvage master said she could possibly be raised and repaired and would attempt to do it.

D.A. Disp. 9/29/1909 says "C.C." lost her prop. in Fitzhugh  
Sd. Mon. evening the 27th. and wireless message to the  
"Humboldt" a few miles astern brought her to the scene.  
"H" towed "C.C." to Bella Bella and took her pass. on to  
Alaska. A tug was enroute from Seattle to tow "C.C." back.  
D.A. Disp. 10/16/1909 "C.C." labeled for \$25,000 by Capt.  
Baughman, representing owners and crew of the "Humboldt"  
ADD TO THE ACCOUNTS OF HER FINAL LOSS: D.A. Disp. 1/27/1911  
---among the Juneau Passengers were, Wm. Semar, Mrs.  
Harry Fisher and Mrs. Chas. Hooker. (complete list in paper  
This account says she was built in Bath, Me. 1889 and was  
purchased for the Northern Alaska trade in 1896 by the P.C.  
S.S.Co. --(The Str. "St. Croix" took her run out of Portland  
Maine when she came to the West Coast.) 'She' is "Cottage-  
City" The "Cottage City" was to be retired from the  
Alaska run next fall (1911) in favor of a larger and faster  
str. which was to be purchased in the East.



(4)

COTTAGE CITY

Old P.C.S.S.Co.  
Gold Rush.str.

D.A.Disp. 10/11/1911 The hull of the "C.C." has been burned completely for her metal---copper worth \$3000. has been recovered. The P.C.S.S.Co. bought the hull from the insurance co. and did the scrapping. Had to agree not to use the hull etc.

D.A.Disp. Jan. 26, 1900 V.G. account of her rescue of the "City of Seattle" off Bridget Pt. The "Cottage City" was currently on her 41st trip to Alaska... The day after she brought the "City of Seattle" into Juneau she headed up Lynn Canal and fought head winds for 20 hours

D.A.Disp. 9/9/1902 "Cottage City" on rocks on Etolin Id. near Wrangell at 21:30 on Sept 7th. Capt. Dave Wallace. Dark, rainy and travelling under slow bell, southbound. Bow badly damaged. Pass. and part of crew returned to Juneau on "Spokane" She settled on the bottom in shallow water. Pilot Miller was on the bridge

D.A.Disp. 9/21/1902 pp-3; "C.C" refloated on 18th and will be towed to Seattle.

D.A.Disp. 10/9/1903 "Cottage City" is broke down in Fredrick Sd.. "Al-ki" standing by; "City of Topeka" left Juneau to assist her to port.

D.A.Disp. 4/28/1905 pp. s "Cottage City" hit a rock in Seymour Narrows on her last trip down and damaged her steering gear. She is in D.D. at Seattle for repairs.

Emp. 9/19/1923/6 Siren from old "C.C.--" which wrecked 1/26/1921, on Willow Pt., Van. Id. B.C. is now on the S.S. "Ruth Alexander"

NOME NEWS 9/23/1902 (Add that Pilot Myers was in charge. also VG. the Rev. Dabovich got excited and ran around the decks with nothing but a blanket on crying and praying. The crew knew something was going to happen because they had two corpses, 3 ministers and 4 missionaries on board--all of which were a bad sign. 40 fathoms at the stern and the bow in the trees.

D.A.Disp. 1/26/1900 VG account of rescue of "City of Seatt

COTTON STATE

States S. S. Co. SS

1. UG porthole pict.

(PHP--4)

XXX

COTTONEVA

Album 18.

Wooden steam schooner.

Album 25

1. Port broad, back broken, nose in to sandy beach.
2. Closer view of above wreck.
3. Distance---Stbd. near broad.



COTTONPLANT

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2333 tons, built by the Great Lakes Engineering Works at Ecorse, Mich, in 1918 for the Shipping Board.

Sold 1922 to the Pacific States Lmbr. Co. of S.F. who renamed her F.A. WARNER.

1929 taken over by the Coos Bay Lmbr. Co. and re-named LUMBERMAN

1940 she became the LUMBERLADY of the Owen Parks Lmbr. Co. of Los Angeles.

COUER D'ALENE

Small lake steamer

1. No picts.

Info. Book 36 Page 70

Book 33.

COUNTESS

1950 Tuna Clipper

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



120' clipper was built at a cost of \$330,000. for Antonio Francisco and Associates of San Diego, and will fish for the French Sardine Co. out of that port.

Powered with a 600 h.p. Washington Diesel and cruises at 11 knots. Has a tuna carrying capacity of 250 tons in 12 wells and three deck tanks.

COUPARLE

Steel Steam Schooners of the Pacific Coast

Lyman

2512 tons, built 1919 at Ecorse, Mich. by the Great Lakes Engineering Works, for the Shipping Board., who sold her in 1923 to the Los Angeles Lmbr. Products Co. and renamed EL CEDRO.

Sold in 1928 to James Griffiths & Sons of Seattle who still owned her in 1941.

COURSER

Stikine River steamer

1. No picts.

Built at New Westminster, B.C. Feb. 1892 for the Chilli-  
wack trade. Some years later she found her way to Alaska  
and was used on the Stikine in 1898 and 1899.



COURSER

3-masted schooner

1. No picts.

See page 66----Book No. 35

Info.

COURTNEY FORD

No. 126173  
Old brig. Alaska  
1902

1. No picts.
2. Two good picts. at Killisnoo dock from shoreside, and  
A V.G. stbd. broad anchored at Killisnoo in 1901.  
See page 52 in Book 38
3. See pict. my letter on back of pict. of old SAILING SHIP  
"KINROSS" in Lg. G.S. File under SAILING SHIPS.  
PICT. Hulk in sand. some info. BOOK 44; pp 52.
4. See picts. and story A/S Sept. 1964 pp 10.

NOME NEWS 7/21/1903 W.ode was left to stand guard until  
relieved; His diary starts Oct. 4th--the day the rest  
of the crew left. As diary goes on it describes his  
sickness---swelled legs, etc. and notes "I think I have  
scurvy". Began to pray for death and his last entry on  
Feb. 24th read: "Death coming at Last! Have been four  
months alone!"  
See Vg. letters (Gibbs & Bayers) (NOTE BOOK 27; pp 138)

Built 1883 at Benicia, Calif. 401 gross; 352 net;  
146.3' x 34.2' x 12.5'

Wrecked Sept 27, 1902 on Unimak Island with loss of 3 lives.  
Was caught in a storm and became a total loss.

NOME NEWS 7/21/1903 says she was stranded near Moravia Bay on Unimak Id. Capt. and crew left her and left seaman named W. Ode to stand watch over her until they returned. He kept a diary; winter set in and the others never returned; he died a slow death by starvation. His body was found the next summer.

Was at St Michael 7/3/1901 (brigantine) from Union Bay B.C. with 625 tons coal. Capt. D Murchison.

NEWS LETTER----Remains lie  $1\frac{1}{2}$  miles from salt water one mile E of Zembech (Izembek) Bay, 12 miles N.E. of Falls (False) Pass. Built by Capt. Turner for J.J. McKinnon of S.F. Driven ashore and wrecked on Glen (Khudiakof) Island Sept. 7, 1902 (One acct. says all saved---another says 3 were lost)

See poem by Olaf H. Hansen (Capt.) He made a trip in 1898 as 18 yr. old crewman. Card on HANSEN, CAPT. OLAF H.



COUSAIRE

Gas launch  
Alaska 1906

Left Seattle 10/27/1906 for 'Catella' (Katalla) to be  
used in frt. work to Yakataga.

COVENA

Steel Steam Schooners of the Pacific Coast

Lyman

2372 tons, built at Ecorse, Mich. 1919 by the Great Lakes Engineering Works for the Shipping Board, and was a sister ship to the COUPARLE, which ship, in turn was a duplicate of the COTTONPLANT and FAGERFJORD.

1922 sold to the Hammond Lmbr. Co. of S.F. and in 1937 sold again to the Lawrence Philips S.S.Co. of L.A. who renamed her JOSEPHINE LAWRENCE

Sold again in April, 1941 to the Waterman S.S.Agency who renamed her the LAWRENCE.

COVENTRY

Album (4).

ex "Wilhelmina"  
Large U.S.A.T.

(1).

Stbd, bow, at Seattle Pier, scow a/s.

F

COVERUN

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2512 tons, built at Ecorse, Mich. 1919 by the Great Lakes Engineering Works for the Shipping Board.

Sold 1922 to the Matson Nav. Co. of S.F. and re-named MAHUKONA.

Laid up at Antioch, Sept. 1929 and in June, 1940 was sold to the French Line and reconditioned for sea. In Sept. 1940 the Maritime Comm. cancelled the sale; and in Dec. that year she was resold to Brazilian owners who proposed to rename her the SANTA CLARA.

She left N.Y. for Rio. in March, 1941 and on Mar. 16th, reported herself in distress 600 miles off Jacksonville, Fla. The next day she foundered, and all that the Coast Guard cutter BIBB could find was some floating wreckage.



COWAN

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2512 tons, built 1919 at Ecorse, Mich, by the  
Great Lakes Engineering Works for the Shipping Board.  
Sister ship to the COVERUN etc.

In 1923 she was sold to the Los Angeles Lmbr. Pro-  
ducts Co. and renamed the EL ABETO.

In 1928 sold to the Coastwise S.S. & Barge Co. of  
Victoria, B.C. and renamed the GRIFFCO.

Still owned by them in 1940

COWANSHANNOCK

~~Steel Steam Schooners of the Pacific Coast~~

Lyman

2428 tons, built 1919 at Astabula, Ohio, by the Great Lakes Engineering Works, for the U.S. Shipping Board.

Sold in 1923 to the Horace X Baxter S.S.Co. S.F. who renamed her H.W.Baxter and later A.M.BAXTER.

Was under the same ownership in 1940

COWBOY

~~Steel Steam Schooners of the Pacific Coast~~

Lyman

2729 tons, built 1919 at Astabula, Ohio, by the Great Lakes Engineering Works for the U.S. Shipping Board.

Sold in early '20's to the Matson Navigation Co. who renamed her MAKENA.

Was laid up at Antioch from Jan. 1927 to Apr. 1940 then sold to the French Line. Had made N.Y. by July, 1940; After the Vichy Gov't took over in France the Maritime Commission ordered the sale cancelled and in Dec. 1940 the Matson Line sold her again to Greek owners, who placed her under Panamanian registry.

COWEE

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2552 tons, built 1919 at Astabula, Ohio, by the  
Great Lakes Engineering Works for the U.S. Shipping Board.

Later sold by them to the Matson Line, who renamed  
her MAKAWELI

Was still under Matson ownership in 1940



COWICHE

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2327 tons, built 1919 at Astabula, Ohio, by the Great Lakes Engineering Works, for the U.S. Shipping Bd.

1922 sold to the Calif. & Oregon Lumber Co. of Portland, who renamed her BROOKINGS.

In 1927 sold to A.F. Mahoney of S.F., who resold her in 1935 to H.L. Landis of S.F.

In 1936 sold again to the McCormick S.S. Co. who resold her again in May, 1940 to the French Line.

Renamed the ALENCON, she lay in S.F. for months after the fall of France, and was eventually taken over by the Maritime Comm. along with other French ships in U.S. ports.

C.P.YORKE

B.C. tug. (Beer-bbl))

1. Salvaged and back in service after being sunk in mid-Dec. 1953 with loss of 5 lives. See story pp. 32 in Feb. 1954 P.W.B.

CRAIG FOSS

Foss Co. steel  
tug.

1. No picts.
2. VG porthole pict.
3. Picts. at Juneau (PCA-10)

(PHP--4)

She was in Juneau June, 18, 19; with two barges of equipment for Cold Storage and Curley Canoles (Cement for new High School.) Departed with wooden scow of lumber for Tom Morgan. (Heard the scow was punctured near Ketch.) Tom Burrows was skipper.

Information. (N.B. 21; pp 52.)



PCA 6

CRANE

P.C.A. 3.

Fish & Wildlife.

1. Stbd. broad, at P.C. dock, Juneau.
2. Stbd. broad, at Army dock, Juneau, Oct. 1950
3. VG pict. of her beached near Cape Hinchinbrook for repair work. (Lg. G.S.File under FISH & WILDLIFE)

Empire 11/1/1927/6 "Crane" being built for B. of Fish at  
J.C. Johnson yards in Port Blakely for \$70,000. and will  
be completed in the spring.

Emp. 5/11/1928/6 "Crane", Capt. J.J.O'Donnel, arrives in  
Juneau today on her first trip to Alaska 90 x 20' and  
powered with a 200 h.p. Washington-Estep diesel.  
Will go to Bristol Bay for the season.

CRANE

Lebo's ST-415 type tug.

1. Laying at dock in Petersburg. (Album 27)
2. VG broad; Tongass Narrows 6/12/56 (PCA--7)

CRASH BOATS

Army and Navy type.

PICTS.      BOOK 32 pp 28  
See      "IRENE K"



CREIGHTON VICTORY

U.S. Victory ship

Info on collision. BOOK 33; pp 47

# CREOLE

Old P.S.T. & B. tug.

1. Pict. and info. pp. 36 and 39; Book 41.
2. Tows "Peralta" to Seattle. 1934; Book 42; pp. 2.
3. Pict. and some info. Book 43; pp. 54.

M.D. 10/24/1953 (20 yrs. ago) Making trip north in 7 days despite heavy head winds, the ocean-going tug "Creole" arr. Seattle from S.F. Thurs. p.m. with the big ferryboat "Peralta" in tow. The ferry was recently purchased by P.Sd. Nav. Co. for Seattle-Bremerton service. Tug is a unit of Puget Sound Tug & Barge Co. of Seattle.

CRESCENT

5-masted schooner

1. Good pict. page 329 in HIGH TIDE



CRESCENT CITY

Sm. old mail str.  
Juneau-Westward

1. No picts.

In command of Capt. W. Thomas she arrived in Juneau from the Westward June 17, 1893 with the Capt. and crew of the wrecked whaling bark "Sea Ranger"

HISTORY BOOK 35 Page 2

4/8/'93 she arrived at Sitka from S.F. Capt. W. Thomas owned by North American Commercial Co.

ALASKAN (Sitka) 3/3/'94 says she was commanded by Capt. Allen, and was to be replaced this season by the str. "Del Norte"

Capt. W. Thomas went in command of her in 1894 instead of Capt. Allen.

ALASKA JOURNAL; 4/15/1893 Left Juneau; iced down badly near Shelter Island, rudder chain froze in pipes and she was nearly wrecked etc....

Album 15.

CREST

No. 127432  
Old Pass ferry.

1. Port, broad, speed, wooded shore background. VG

Built 1900 at Tacoma 99 gross; 67 net;  
91.2' x 20' x 5.9' Originally a passenger boat but  
converted to a tug in 1927 at Tacoma. Reported out of  
service a few years later.

(Have a pict of a "Crest" diesel tug in Album 9 which  
may be the same vessel) Note: a check shows the tug  
considerably smaller so disregard above.)

SEE CARD ON "BAY ISLAND" This vessel later became  
that name.

CREST

Album 9.

Diesel tug.

1. Port, broad, speed, Ship canal.

VG



# CRICKET

VG

Album 4.

Book 29

Steel St. Sch.

1. Stbd. slow, broad, Seattle waterfront. as U.S.A.T.
2. Port broad; deckload. (Magazine cut)
3. From the air. (Book 33; page 27) Also info.

D.A.Disp. 12/21/1914 pp 2; "Cricket" str. of E.J.Dodge Co.  
who also have the str. "A.J.Lindsay" and "Delhi", is  
to run to the Kuskokwim next summer.

To run out of Seattle, etc. BOOK 44; pp 13.

1136 tons; built in 1913 by the United Engineering Works at Alameda, for Fred Linderman of S.F. who also operated the wooden steam schooners "Bee" "Wasp" and "Hornet"

She was incorporated as a single-ship company  
Had triple expansion steam, 950 h.p. furnished by her builders.

In 1935 she came under the ownership of the Owen-Parks Lmbr. Co. of Los Angeles.

MORE INFO. BOOK 35; Page 41  
Still afloat in 1955-----Book 43; pp. 15.

In 1915 under command of Capt. W.J. Moloney she towed the old prison ship "Success" to the Pacific from the East Coast. (The "Success" was built in 1790) Capt. Moloney died in Aug. 1950.  
M.D. Sept. 9, 1950  
Passed to the Malin Hill S.S. Corp. of S.F. in Mar. 1952 and sold by them to Peruvian interests in Nov. 1951. Delivered to Callao, Peru after discharging lumber which she had loaded in Coos Bay, Ore in Aug.  
M.D. Nov. 1, 1952.

(2)

CRICKET

Old steel st. sch.

NEWSLETTER 92; July, 1957

Built in Alameda, Calif by United Engineering Works in 1913 for Fred Linderman's "Bug" line. In 1935 she was sold to Owen-Parks Lumber Co. of Los Angeles and later was chartered to Alaska Trans. Co. for S.E. Alaska service.

In 1946 she was sold to Compania de Navigation & Comercio Amazonas and was transferred to Peruvian registry. Her new owners renamed her "MARIMOM"

Early in 1957 she changed hands again, to a Venezuelan firm and now bears the name "OSIRIS".

1/15/1946 Turned back to her owners and the Alaska Trans. Co. will replace her on Alaska run with "Northern Voyager"

CRICKET

Small old P. Sd. pass

1. Pict. and story in Album Nol 44. pp.1.
2. Pict. and V.G. info. Album 44. pp. 1.



Built 1891 at Portland, Ore 90' x 12' x 5.5'

On Feb. 5, 1896 she broke away from the dock at Everett during a storm and went ashore---~~then~~ burned up.



CRIMMINS

Yukon River steamer

See "Wilbur Crimmings"

1. No picts.

See "Wilbur Crimmins"

CROOK

Old U.S.A.T. 1917

D.A.Disp. 5/16/1917 says she was packing supplies to Anchorage.

Emp. 7/26/1921/7 "Crook" is a 'white Elephant'----Formerly a British ship, built in Scotland in 1882 as the "Roumania" and served them until purchased by U.S. at out-break of the Spanish American War. 4126 gross; etc.

CROWLEY 10

San Pedro tug.

1. Pict. and info. (N.B. 21/ pp 42.)

CROWLEY No. 28

Album 9.

Puget Sound T&B.  
(Diesel tug)

1. Port, broad, speed, as Crowley tug of S.F. Cal. VG
2. PICT. with tow. BOOK 32; pp 42



In April 1947 she was renamed "Tyee" by her owners  
Puget Sd. T. & B. Co. of Seattle.

Original name was the "A.E.Williams"

CROWN CITY

P.C.A. 4.

Lg. ATS frt.

1. Stbd. near broad, stranded and ice bound on Sledge Island in the Arctic.

Piled up on a reef approximately one mile S.E. off Sledge Island and about seven miles from the mouth of the Cripple River---in the Bering Sea. Hit early fall of 1942 while being used as an Army Transport. She was owned by the American Mail Line.

She punched a hole about 200' long which did not penetrate her double bottom, but no. 4 hold was making water. In Jan. 1943, ice tore away her plates exposing the holds and encasing the cargo in ice. An attempt had been made in 1942 shortly after her grounding to salvage some of her cargo but this proved futile due to ice, tides and the short period of time until the winter freeze-up.

In Mar. 1943 Father Tom Cunningham salvaged considerable cargo off her by running two tractors over the ice and using them to remove the heavy cargo from the stucken ship. He received a citation from the Commanding General of the Alaska Defense Command. M.Digest s/12/'49

CROWN CITY

Ferry 1954

1. Pict.

Book 43 pp. 1.

New 1954 ferry on the San Diego--Coronãdo run.



CROWN REEFER

Lg. ATS reefer ship

1. No picts.

News article of wreck Page 12: Red S.B.#.36

MORE INFO. ON WRECK Book 30; Page 40

1/29/1946 "Crown Reeper" is aground near Amchitka Island  
on Kiriolo Pt. rocks. Hit Sun 27th in gale. Crew is  
safe. Hull is punctured.

CRUSADER

P.Sd. purse seiner

1. VG. colored post card; making set. (PCA-10)

Album 15.

CRYSTAL

Small old frt. Pass.

1. Port, broad, near mill burner, loaded hay. VG

P.C.A. 6

Book 29

C. S. HOLMES

No. 126992

Album 6

PHP. 1

Cod-fish sch. -Barge.

Book 33

1. Stbd. broad at dock as dismasted barge "C.S.Holmes"
2. Stbd. bow, at sea, under full sail. G.
3. Stbd. quarter at sea, under sail in swell. G.
4. Stbd. broad, at sea, under some sail in chop. G.
5. Port, nearly broad, loaded, at sea, under sail. G.
6. Port bow, sails set, at sea. (Porthole)
7. Stbd. qtr. barge, Manthey's fill Juneau. 10/22/'48
8. Stbd. bow. " " " " " " " "
9. Stbd. broad, sails, loaded. (Mag. cut)
10. Stbd. qtr. Lake Union as barge (Magi cut)
11. V.G. Sails at Sea. 12" x 14" pict. (Book 48; pp.1)
12. At POST\*ROGERS wreck. PICT. BOOK 44; pp 39

Sale recalls early days Page 10. Red Scrap Book. 36

Sold

See Red Scrap Book No.36 Page 6. -10- 24- 75



Built 1894 at Port Blakely Wn. as the "C.S. Holmes"  
Named for one of the original owners of the Port Blakely  
Mill Co. Operated for more than 30 years from Seattle  
to Pt. Barrow as a trader, etc. Constructed in Hall  
Bros. yards predecessor of the Winslow Marine R.W. & Ship  
ping Co. Taken over by the ATS during the War II and  
sticks cut down.

Had been converted into a cod-fisher and skippered by  
Capt. John Backland and later by his son. Owned in Paulsbo  
in her latter years (before ATS) by Capt. J.E. Shields.  
Sold early in 1950 to Tahsis Co. Ltd. of Nootka Sd. B.C.

M.D. 5/27/50

For wreck of "C.S. Holmes" see reverse side of card on  
"Maid of Orleans" which was doing the towing.  
D.A. Disp. 10/27/1916 pp. 6. Capt. John Backland, Sr. was  
unable to find a tug at the Cape ("lattery") so he sailed  
the "Holmes" right on into Seattle Harbor!

Capt. Backland, Sr. bought her in 1913 after he lost the  
schooner "Transit" in the ice at Pt. Barrow. He died in  
Aug. 1928--In later years of his life his son, John Jr.  
succeeded him as master on the "Holmes" The old man  
was in the Arctic trade for 21 years.

(2)

C. S. HOLMES

Codfish schooner

9/25/1928/6 The Sch. "C.S.Holmes", Capt. John Backland, piled up on Church Island, near Victoria, B.C. early today. Pulled clear by tugs and taken to Esquimalt for repairs to keel and hull planking.

5/30/1938 "C.S.Holmes" not to go North this year; first time since 1907. Capt. John Backland says Unions and Government make fishing unprofitable.

9/21/1942/2 Army takes over "C.S.Holmes" and cuts her down to a barge.

8/4/1948 Barge "C.S.Holmes" being towed to Juneau with load of steel for Wm. Manthey.

10/11/1948 Arr. Juneau with frt. for Bill Manthey; towed by the tug "H.F.Cheney" (

Built 1893 at Port Blakely, Wn. No. 126992

623 Gross; 556 Net; 162.8' x 37' x 11.5'

C. S. WHITE

Pacific Sealing Ships

American Schooner.

In 1892 listed with the American sealing fleet with  
a total catch of 987 skins. (Fur Seal Arbitration. Vol.7  
page 407. No other data.)

CUB

No. 127373

Yukon River craft

1. No picts.



30 ton steam tug built by Arctic Exploration Co.  
Wrecked at St. Michael. Built 1898 at S.F. and sent to  
St. Michael; 19 gross; 11 net; 45' x 12' x 5'



CUBA

Book 29

Passenger str.

1. Port near broad, speed. (Magazine cut)

Placed on the Portland-S.F. route in June 1924 by the New Electra Line. Maintained the run for a considerable time.

See envelope No. 17. for story of wreck. (Secrets of  
100 Sunken Ships )

Emp. 9/11/1923 Crew safe from wrecked "Cuba" of Pacific Mail Line which struck Southeast Reef on San Miguel Id. about 35 miles out of S.F. on Sat the 8th.

CUBA MARU

Jap. S.S.

1. Porthole Pict.

2. Info.

Album 43.

CUDAHY

See "Henry Foss"  
and John C. Cudahy

1. Three V.G. 8 x 10 picts. War paing; leaving Seattle  
with tows (Capt. Bayers) (Book 48; pp 30-31-32)

CUDAHY

Yukon River steamer

1. No picts.



See "John Cudahy"

~~Navy training square-rig.~~

1. Stbd. bow, at sea, sails set. (Mag. cut)

CUMBERLAND

Book 29

Civil war frigate.

1. Being rammed by the "Merriman"

X XX  
Album  
Album

1.  
3.

Album 21.

CURACAO

No. 127113  
Pacific S.S.Co.  
Frt. and Pass.

1. Port broad in stream; Ketchikan Hbr. winter. VG
2. Port bow; close; laying at dock. G
3. Bow nearly straight up sinking off Wash. coast while being towed to Mexico. 1942 Album 18.
4. Another picture of her sinking. " "
5. Sinking after hitting Curacao Rock.

(Above---D.A. Disp. 5/19/1913)

Also hit rock on Fish Egg Island Apr. 30, 1913 and sustained some damage. Had to be beached for 5 days. Capt. Nystrom in command both times.

Sold to the P.C.S.S.Co. in 1900 and later passed to the Admiral Line. Sold to Greek interests in 1940 and foundered off the Wash. coast in 1942 while enroute to Greece.

D.A. Disp. On her next trip to Alaska after being repaired from her damage on Fish Egg Id. on Apr. 30th 1913, she shipped a sea off Cape Chacon and was feared lost for a time---scared the daylight out of 30 negro cannery workers



Iron hull--Built at Philadelphia, 1895 47 crew.  
1503 Gross; 895 net: 241.3' x 38' x 16.3' 1170 h.p.  
Had been owned 15 years by the P.C.S.S.Co.

June, 23, 1913 "Curacao" of the P.C.S.S.Co. under Capt. Wm. Thompson, hit an uncharted rock near Warm Chuck on the West Coast of Prince of Wales Island. She hit at 07:20 on June, 21st. Had left Craig for the Swift cannery passed St. Phillips Id and was abeam of Culebra Id when she struck---about a mile and a half off shore. Bounced clear and started to sink. Capt. said he hit at 07:20 "Alameda" heard his call for help at 08:30; she backed off the rock at 09:10 and headed for the Swift cannery which she nearly made before she sank at 14:15 Her 9 officers, 37 crew men and 39 passengers were all taken off safely by the Coast and Geodetic Survey vessel "Gedney" which was in the area. Had cargoes for Killisnoo and Sitka--all lost. Sank with 8' water at the bow and 72' at the bridge. Later raised and on the run again only to sink for good while being escorted down the Washington coast--



(2)

CURACAO

P.C.S.S.Co.

D.A.Disp. 6/23/1913 She hit rock which now bears her name at 04:00 Sat. June 21st 1913 on West Coast Pr. of Wales Id. near the Neceta cannery and sunk in about half an hr. Rock was uncharted---Pilot E. Nystrom on the bridge. All pass. and crew safe 1503 gross; 895 net; 241'x 1170 h.p. and built 1895 at Philadelphia, Pa. She was first placed on the Mexican coastal run then placed in Alaska service

She left Craig for Swift-Arthur-Crosby cannery and hit about  $1\frac{1}{2}$  miles off shore abeam of Culebra Id. Had passed St. Phillips Id. Hit the rock and bounced clear, began making water and headed full speed for the cannery--- beached at 09:10 and sunk shortly afterwards. Had 1200 tons frt., including 266 tons for Juneau.

Capt. William Thompson in command.

D.A.Disp. 8/15/1913 License of Chief Eng. Henry Lux has been suspended for 6 months---charged that he failed to close the watertight doors etc. when the str. struck rocks.

D.A.Disp. 8/25/1913 Wrecked "Curacoa" sold as is where-~~is~~ to the Vancouver "redging and Salvage Co. of Van. B.C.

D.A.Disp. 11/15/1913 S.S. "Delhi" brings 300 tons of frt. from wreck scene. Capt. Harry Crosby of the Wash. Tug boat Co. (W.Tug & Barge) incorporated as the Alaska Salvage & Dredge Co. and purchased the wreck from Vancouver Dredge & Salvage Co. Capt. W.A.Bissett is in charge of the salvage operations. Possible to raise her, he says.

D.A.Disp. 7/16/1914 The big Seattle tug "Monitor" is at the scene of the "Curacao" wreck and will be used in raising her.

D.A.Disp. 9/26/1914 pp 3 "Curacao" arr. Seattle today, under her own steam, slow speed, recently raised. Ran all the way from Ketchikan.

Empire 6/8/1934---Commanded by Capt. A.A.Anderson

Emp. 7/24/1928/6 Fire in #2 hold extinguished by Seattle Fire Dept. early today...

7/22/1940/6 Fair pict. of "Helenic Skipper" (Curacao) sinking off the Columbia River Bay while being towed by the C.G. "Onandaga" She suffered some kind of explosion in her engine room and one engineer was severely burned. This disabled her and then when she was picked up by the C.G. cutter she began to sink. Crew all saved.



XXX PCA--7

CUTCH

Album 17.

Small Canadian steamer.

P.C.A. 2.

Album 26

4. On Treadwell Beach with others. (Album 28)

1. Port bow, listing to port with water nearly up to low side; snow on hills in background. Taken on old Treadwell beach.

2. 5. Stbd. bow; iced heavily, at Skagway dock, Dec. 1904

3. Port broad, slow. Two stacks. (From Lewis & Dryden)  
(Made a 620 neg. of above. pict.)

Due at Skagway 6/4/1900 Unit of Union S.S.Co.  
Arr. Seattle 9/19/1901 in tow of the "Dirigo"

lost---details were suppressed.  
Originally built for the Rajah of Cutch (India) Was in  
Wrangell on her first trip to Alaska June 16, 1898 Capt.  
W.H. Newcomb commanding. Had come around the Horn and then  
to this country from Singapore.  
She had a number of soldiers on board and many lives were  
the Magdalena River and became a total loss Dec. 1902  
"Jesse Banning" As the "Banning" she was sunk in  
She was sold to N.Y. interests in Aug. 1902 and renamed

Built at Hull, Eng. 1884: She was classed as a schooner rigged propeller of 324 tons gross; 180' x 23'2" x 11'7" Equipped and lisenced to carry 150 passengers. Had engines (compound) 25 and 48 by 30 inches. Speed 12 m.p.h. on a coal comsumption of 12 tons in 24 hrs. Owned by the Union S.S.Co. of B.C. (founded in 1890) (See Lewis & Dryden)

Had 24 pass. for Skagway.  
In early in Sept.) Capt. Newcomb and Capt. Mellon in chg. made bid. (Above may be mis-information) She was towed Treadwell beach Jan. 12, 1901 at which time W.&A.S.S.Co. (Floated off Horse Id. Oct. 11, 1900) Was still on and planned to buy her and rename her "City of Skagway" "City of Seattle" were dickering for her--as is, where is, some time pending her disposition. The owners of the str. using her pumps. Beached below Treadwell and lay there for by the old str. "Rustler" while the "Floster" stood by, She was soft-patched several days later and towed to Juneau time claim there was no excuse for her being piled up. then the str. "Floster" went to her aid. Authorities at the loss. The "City of Topeka" spoke her at 09:00 on the 27th weather. At the time it was believed she would be a total 1900. Was 2 miles off her course and ran on in clear She piled up on Horse Id. reef at 22:00 Sun. Aug. 26,

(2)

CUTCH

Old Canadian str.

- D.A.Disp. 10/12/1900 "Cutch" floated off Horese Id. reefs yesterday and arrived under tow at Treadwell last evening
- D.A.Disp. 6/7/1900 Mr. Chas. Clinton here; to raise str. "Cutch" and refloat her from the Treadwell beach. He represents interests who bought her from Lloyds of London. He hopes to be able to run her South under her own steam.
- D.A.Disp. 9/5/1901 pp,4; "Cutch" has been floated and towed to mid-channel anchorage by the "Lone Fisherman" to await arrival of the tug which will tow her south.
- D.A.Disp. 8/18/1902 pp-3; "Cutch" has been rebuilt at the Moran Co. yards in Seattle for Capt. Clinton and has been renamed the "Jessie Banning" Capt. Clinton recently sold her to N.Y. interests and she is at present back in the Moran yards being remodeled some.
- D.A.Disp. 9/23/1902 The "Jessie Banning" left for Columbia S.A. under Capt. Harry Marmaduke, a former Confederate Naval Officer. Her civilian Master is Capt. Henry Randall. She will be a war vessel..
- D.A.Disp. 9/27/1902 Renamed the "Bogota" and classed as a 'gun-boat' she arrived at Colon, enroute to S.America.



12/22/1902 As the "Bogota" she became a total wreck on the  
Coast of S.America when she ran ashore during a storm.

CUTTY SARK

Can. fish packer.

1. Pict. at Petersburg.

(PCA-10)

CUTTY SARK

Clipper--barkentine

1. Stbd. bow in dry-dock. V.G. (P. 38; July '51 S.& S.)
2. Port broad at anchor. (P. 47; July '52 S.&.S)

Some good info. on same page with pict. in Ships & Sail--

M.D. Jan. 1, 1955 Recently made her last trip in London

The 963' vessel under tow of two tugs was moved down the Thames River from the East India port dock to a drydock near the Royal Naval College. Aboard her was Capt. C.W. Irving of London, who joined her as an apprentice in 1885

In her new location, she will be used as an educational center under the auspices of the London educational authorities. Built in Dumbarton and launched Nov. 23, 1869.

Made first voyage in 1870 from London to Shanghai and later served in the tea trade between London and China and the wool trade between London and Australia.

Emp. 12/30/1921/6 Is now the "Ferriera" of Portugal

Some info. (Book 43; pp. 26)

M.D. 7/6/1957---London: Opened to public last week. Built at Dumbarton, Scotland, in 1869, she set a sailing record of 363 nautical miles in a single day---and ave. of more than 15 knots.....



CUTTY SARK

Old British clipper

1. Info. only

Album 43.

CUYAMACA

ATS Alaska tug.

1. PICT. BOOK 32; pp 25

CUYAMACA

Album 8.

U.S.A.T. tug.

1. Stbd. broad, speed, Seattle waterfront.  
as U.S.A.T. tug S.T. 361

VG

PMB May 1947

Owned by Ernie Judd of Pacific Tow and Salvage Co  
of Long Beach Calif.

Built 1900 at Portland, Ore Powered with a 690 h.p. F.M.  
Former names were "Sue H. Elinore" and "Bergen"

	1900	1924	
176 gross; 139 net;	90.7' x 23.8' x 8'		Her name was
changed to "Cuyamaca"	in 1939		



CUYAMACA

New steel tug  
Star & Crescent Co.

1. Good pict and info. in Dec. 1951 PMB page 23
2. Good pict. on Cover of Jan. '52 PMB

C. W. WETMORE

Whaleback steamer

1. Stranded north of Coos Bay Ore. P. 63; Apr. '52 S&S.

Built on the Great Lakes; went down the St. Lawrence River over to England, and then came to the Pacific Coast.

On Sept 8, 1892 while bound from Tacoma to S.R. she stranded during a dense fog about a mile North of Coos Bay, Ore. It was about 24 hours before she was discovered and her crew (who had taken to the rigging) was rescued. Capt. O'Brien went back to her with 25 laborers on Sept. 13th. to try and save the cargo of coal and maybe pump her out and refloat her, but heavy weather prevented saving anything. She was finally abandoned, and sank out of sight beneath the surf in the soft sand about a month later.

ADDITIONAL IN JAN. '52 SHIPS & SAILING

## CYANE

Old bark  
Sitka B867

Departed Sitka 9/26/'68 for S.F. Capt. John R. Sands.  
Russian bark under Capt J Boucht she arrived Sitka from  
St. Paul Id. 7/28/'68 with seal and otter skins.

From Russ. to U.S.Registry; 9/22/68; 260.40 tons.

Arr. Sitka 3/23/'70 Capt. Ivan Archmandetoff.

295.76 tons burthen

Capt. B.K.Small 3/16/69

ALASKA TIMES (Sitka) 10/9/1869; The U.S.Man-of-War "Cyane"  
Lieut. Commander, N.M.Dyer, commanding, arrived Sitka on  
Oct. 6th and was to be stationed here for one year. The  
City (quote) is glad to see her and do not doubt that  
her officers are all gentlemen as most of those on the  
"Ossipee" and "Resaca" were. Sitka is a lively place  
in the winter season in the way of balls and evening  
parties, and these gentlemen will appreciate it.'



CYCLONE

Small Col. Riv. str.

1. No pict.

Mentioned in 1947 DIARY Page Jan. 23.

Album 15.

P.C.A. 6

CYCLOPS

Lg. Navy collier

1. Port broad, anchored off Hampden Roads.

2. Port broad; still in stream.

story in envelope No. 16 (now in (Note Book 23; pp 33)

VG article pp. 136 AMERICAN NEPTUNE Apr. 1956.



CYGNET

Coos Bay tug.

1. VG Mag. cut---sunk, house gone, deck awash.

PWB Jan. 1963--- 65', owned by Imperial Tug Boat Co. of Coos Bay, is a hard one to put down. Originally built in 1945 by N.B. Hillstrom of Hillstrom Ship Building Co of Coos Bay as a pleasure boat for his account.

Sold to Imperial T.B. Co. in 1953 as a harbor tug and pilot boat.

Capsized in a storm in March 1962 at mouth of Coos Bay harbor & her skipper drowned. Deck-hand Wayne Locy, saved and is now skipper on her.

Salvaged by Bill Hillstrom, son of original builder and rebuilt by him and sold to Imperial the second time.

Her small high-speed engines were replaced by a Cat. D379 diesel rated at 725 h.p. It is matched to a 3181 marine gear with a 3.68 to 1 reduction, and drives a 69' by 48 prop. Now cruises a knot and a half better

## CYGNET

Pacific Sealing Ships

American schooner

28 tons: O.N. 5149: owned in S.F. H.J. Snow in his "In Forbidden Seas----Recollections of Sea Otter Hunting in the Kuriles," gives the following account of this ship. "In 1872 an old otter hunter, Capt. Kimberley of Santa Barbara, who owned a small schooner called the "Cygnet" was the first to re-discover the sea otter in considerable numbers on the southern Kuriles. Otter hunting on the Calif. coast being no longer a paying pursuit, Kimberley decided to try across the Pacific. The ships company including the skipper consisted of only some half dozen men. She carried but two small boats, and for hunting weapons three or four Kentucky muzzle-loading rifles with a fair supply of powder, lead and caps. In a few weeks, over 200 otter were taken off Yotorup Island, after which they sailed to Hakodate and shipped the skins. They returned to Yotorup and took a hundred more, then back to Hakodate where they laid the boat up and returned to America. Snow does not mention her again in his narrative except to say she was lost in the North Pacific with all hands.



Other accounts state that she fitted out for sealing at  
S.F. in 1874 and entered Bering Sea that year and that she  
was lost with all hands in 1876



CYNTHIA OLSON

Oliver J. Olson & Co.  
1951 Lumber sch.

1. No picts.

Built at Flensburg, Germany in 1935 as the "Wilhelm Traber!" Taken over by the allies during the war and re-named "Yankee Dawn" then "Empire Wandle" Two additional masts have been stepped in the vessel to facilitate faster loading on the coastwise lumber routes.

M.D. 3/31/'51

CYPRESS

Col. Jackling's  
steam yacht.

1.

D.A.Disp. 9/19/1913 Launched today at Seattle for Col.  
Dan. C. Jackling.

D.A.Disp. 6/15/1915 pp 5; Arr. Juneau today with Col.  
Jackling and party.



PCA 6

CYPRESS

A & P. Sd. tender

1. Pict. ~~taken~~ taken at Anacortes in July 1952

CYPRUS

Album 22.

Old C & G. S.

1. Stbd. broad, in Ketchikan harbor.

Album (27)

CYRUS WALKER

Old Sd. siāā-wh. steamer  
From Lewis & Dryden.

1. Port broad in Elliot Bay. (620 neg.)  
Had Eck. make 5 x 7 print of above.

See info. pp. 105--- in TIME , TIDE AND TIMBER



CZAR

Old steam tug.  
Juneau--1898

1. No picts.

6/15/98 paper says she was in Juneau June 12 bound for Skagway with the large barge "Transfer No. 1" in tow. She was also in Wrangell June 15 with the barge.

NO RECORD IN BLUE BOOKS

FORT WRANGELL NEWS 6/22/98 says she stopped in Wrangell on her way south with her tow from Skagway. Had taken 400 head of cattle north on the barge "Transfer No.1"

CZARAVITCH

Old ship  
Sitka--1867

Departed Sitka for S.F. 11/12/'67; Capt. Adolph Schmidborg commanding. (Spelled CAEZAREVITCH and CAESAREVITCH by the old Customs Collectors.)

Arrived at Sitka in Mar. 1868 from S.F. 394 tons burthen  
Capt. D. Walker, commanding.

11/4/67 changed from Russian to U.S. Registry. 394.09 tons

Arr. Sitka 3/29/'70; Capt. John A. Clay. 394.09 tons.

Capt. David Walker 4/20/68

CZARINA

No. 126693  
Old Coastal steamer

1. No picts.



Built 1883 at Sunderland, Eng. as the British str.

"G.W.Jones" 1045 gross; 793 net; Frt. 22 crew; 475 h.p.  
216' x 30.8' x 14.1' Wrecked Jan. 12, 1910 on the Coos  
Bay Bar with the loss of all 24 on board.

D.A.Disp. 1/13/1910 says 'bound Seattle to S.F. and hit on  
Coos Bay bar last night in a snow-storm. Went to pieces.  
Crew of 32 all believed lost. Bodies coming ashore each  
hour. At daylight today, Capt Duggan and 5 sailors could  
be seen lashed to the mast--all that is visible above the  
sea/ Two sailors came ashore on wreckage--may not live.

D.A.Disp. 1/14/1910 All those who /have been rescued from  
the "Czarina" have died but the Assist. Eng. and he may  
survive.

CZARINA

No. 126818  
American schooner

1. No picts.

Built 1891 at.

230 gross;

She stranded on Nagai Island, Alaska, Feb. 15, 1911.  
Had 10 people on board and none were lost.

7/20/1907 she arrived at S.F. with 2 codfishermen who had been in an open boat for 8 days in Feb. 1907 in Gulf of Alaska. A third man was lost overboard. These two had to have both arms and both legs amputated--gangrenous from freezing.

## CZARINE

~~Pacific Sealing Ships~~~~American Schooner~~

Listed in the reports of the Fur Seal Arbitration as having made a catch of 121 skins in 1892. This may have been the codfish schooner of that name and it is possible either that her crew did some seal hunting on the side or that she brought down some skins for another vessel.