

**Alaska State Library  
Historical Collections**

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

**General Marine Files**

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D. ARMSTRONG

No. 157521

Yukon River str.

1. No picts.

Built 1898 at St. Michael; Wrecked some time later,  
in New Hamilton Slough. 32 gross; 16 net;  
56' x 16' x 4'

1. Port near broad: aerial view; tug standing by on port bow.      (Porthole)
2. Collision with "Chinook"-Story---Album 39, pp. 1.



Built by Oresunds Varet Aktievolg at Landskona, Sweden in 1937. 422' x 57' x 21.7' 9500 tons.

Has cruiser stern and reinforced bow for battling ice. Also equipped with deep tanks and has a total bale capacity of 516,002 cubic feet.

Originally owned by the Salen Skaugen Line, she suffered a severe fire several months ago and after being shrouded in mystery or obscurity she reappeared early in Oct. 1949 on the West Coast as the "Mosnes" of the A.S. Mosnes Shipping Co. of Kristiansand, Norway.

She will take a full load of lumber from B.C. ports to South Africa.

(The Porthole Picture shows her as the M.S. "Dagmar Salen" of the Salen Skaugen Line of Sweden.

M.D. Oct. 15, 1949

DAGMAR SALEN

Dutch Motorship

1. No picts.

Around Aug. 1951 she was swept by fire in the Orient  
She was then sold to Panamanian interests and rebuilt as  
a tramp carrier.

M.D. Dec. 15, 1951

DAILY

P.Sd. car ferr;  
~~Later ISLAND~~  
PRINCESS, etc.

For some info. on this ferry see Lg. Brown Env. under  
BRITISH COLUMBIA FERRIES (Other than B.C. System) This one  
was the CY PECK in service of CPR. etc. Article headed  
'Tenders Asked On Old-Time Ferries'



DAISY

Wooden Steam Schooners of the Pacific Coast

Lyman

679 tons, built 1908 by J.H.Price at Bandon, Ore,  
for The Daisy S.S.Co. managed by S.S.Freeman, of S.F.

Carried 800-M ft. and had 375 h.p. compound eng.

Sold in early 30's to Rob't. H.Elliott of S.F. who  
renamed her the THOMAS H. ELLIOTT; and a few years later  
she became the REDWOOD of the Hammone Lmbr. Co.

She was abandoned, on fire off Humboldt Bar, Sept.  
18, 1939. Her crew being saved by the steamer Scotia.

DAISY

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

621 tons, built 1907 at Fair Harbor, Ore. for S.S.  
Freeman of S.F.

Out of registry in 1908

DAISY

New drag-boat  
Seine type. 153

1. Pict. and info. pp. 16; Book 41.



Album (26)

DAISY AINSWORTH

Old River Wet-ass  
From Lewis & Dryden

(1) Sketch. Stbd. qtr. speed. (620 neg.)

Album 15

DAISY FREEMAN

Wood Steam Schooner

1. Port broad, a/s pier.

DAISY FREEMAN

P.C. Wooden steam Schooners

Lyman

613 tons; Built at Bendixsen Shipbuilding Co. Fairhaven, Calif. for the Daisy Freeman S.S.Co. , managed by S.S.Freeman of S.F. Had a 425 h.p. compound engine made by United Engineering Works.

In 1916 she passed to A.A.Moran; In 1918 to the Parr-McCormick S.S.Co.; In 1922 to Frank C.McPherson; In 1925 to the Chas. Nelson Co. and in 1928 to the ownership of W.S.Scammell, all of S.F.

During the 20's she was on the run from S.F. to San Simeon, hauling materials for W.R.Hearst's great estate there.

She was lost about 1939.

Built in 1906

DAISY GADSBY

Wooden Steam Schooners of the Pacific Coast

Lyman

818 tons, built 1911, by the Matthews yards at  
Hoquiam for the management of S.S. Freeman of S.F. Calif.  
Carried 950-M ft. and had 550 h.p. triple<sup>exp.</sup> eng.  
1937 sold by Freeman to Fred Linderman and laid up  
at S.F. in Dec. of that year.



DAISY GRAY

Pacific Coast Wooden Steam Schooners

Lyman

Built 1923 by Matthews at Portland.

Carried 1250-M ft. lumber and had a 750 h.p. triple expansion engine built by the United Engineering Works of Alameda.

Was owned by S.S.Freeman, of S.F. and was still operating around 1947.

1187 tons.

DAISY GRAY

Wooden steam schooner

1. Good pict. Page 41; Aug. '53 S.&.S.

DAISY MATTHEWS

Pacific Coast Wooden Steam Schooners

Lyman

943 tons, built 1916 by G.F. Matthews at Hoquiam, for  
S.S. Freeman, of S.F.

Carried 1100-M ft.

Powered with 650 triple ex. steam.

Under Freeman until 1940 at which time she encountered  
heavy weather off Eureka while bound south from Coos Bay,  
She was abandoned by her crew after losing her entire  
deck-load and drifting ashore above Pt. St. George to  
become a total loss. This was on May, 4, 1940

DAISY MATTHEWS

Album (21).

Wood. steam sch.

(1.) Wreckage on Humbolt Bar 1940



5/6/1940/6 Wrecked on Trinidad Head. Capt. and crew of  
13 men rescued by C.G. Seams opened in gale on 3rd and  
put out her fires. Had 800,000' lumber "Lumberman"  
and tanker "Illinois" stood by until C.G. "Ariadne" came

DAISY PUTNAM

Pacific Coast Wooden Steam Schooners

Lyman

886 tons; carrying 1100-M ft. lumber, built for S.S. Freeman of S.F. by the Matthews Shipbuilding Co. of Aberdeen Wn. in 1913. Had a triple-expansion engine of 650 h.p. made at the United Engineering Wks.

She was ashore on Point Arena in 1919 but was refloated, and was finally lost on Point Gorda, Nov. 22, 1929.

# DAKOTA

Album (2)

Side-wheel (Ocean)

Old Gold Rush

(1)

Stbd bow at dock; scows loading a/s

G

DAKOTA

Large American Frtr.  
Sister ship to the  
"Minnesota" Hill's.

1. ~~No/picts/~~

1., Port near broad. V.G. (Ships & Sailing--May 1952. p23)

2. Group of wreck picts. (S & S May '52 Pages 23 to 25)



See reverse side of card on "Minnesota"

The "Dakota" was lost Mar. 3, 1907 at the entrance to Tokyo Bay.

Very good complete history and story of wreck in May '52  
Ships & Sailing Pages 22 to 26.

Left Seattle 2/17/1906 with 94 pass. and 8000 tons frt.  
Mistook Sunosatki for Jogashima and piled up on Sugami Reef  
She and the "Minn." are the two largest vessels on the  
Pacific Ocean---630' long and carry 26,000 tons. She was  
about 5 miles off course. Both were new boats--the "Dakota"  
being a few months younger than the "Minn".

D.A. Disp. 3/4/1907 says she was ashore 40 miles north of  
Yokohama, Japan last night. Has 94 pass. Capt. Emil  
Francke, commanding. Paper for 3/15/1907 says she was  
D.A. Disp. 11/13/1905 Suffered a bad fire today at Kobe,  
Japan---considerable damage.

DAKOTA

Album 23.

Old Side-wh. ocean str.

1. At old Yesler wharf in early pict. of Seattle.

PHP-(2)

DALERDYK

Lg. Dutch M.S.  
Holland-American L.

1. Port broad, slow, under bridge. (Porthole)

~~ffff~~ Built before the War (II) as the Holland-American Liner "Damsterdyk" 10,155 gross tons. She has recently been rebuilt and renamed the "Dalerdyk" and now grosses 10,820 tons. She is 509' long and is commanded by Capt. Theunis Stuut.

Her power consists of two single, two-stroke Sulzer solid injection engines, each developing 4200 ~~ffff~~ h/p/ shaft h.p. She develops a speed of 14.75 knots.

Pict in porthole for May, 7, 1949 M.D.



DALTON

Album 14.

Old stern-wheeler.

1. Stbd. broad, still in stream; pennants flying. VG

DALE W. HUNT

Ketchikan Fire Boat

1. V.G. 8 x 10 fighting fire on seiner "Unitus Invictus"  
at Ketch. (Book 48; pp. 40)
2. Sold by City. (NOTE BOOK No. 1. pp 85)
3. Showing off, Ketchikan Hbr. (PCA-10)

DAN F. HANLON

Steel Steam Schooners of the Pacific Coast.

Lyman

1434 tons gross and 1600 net, is something of a mystery in her origin. According to the records of the Bureau of Marine Inspection and Navigation, she was built at Brunswick, Georgia, in 1920 by the Brunswick Marine Construction Co. While Lloyd's Register reported that she was built by the Hanlon Drydock & Shipyard Co. of S.F. at Oakland in 1924. Whether or not the Brunswick yard which was a wooden shipyard, actually had anything to do with her construction, it is certain that the ship was not documented until 1924, and the Hanlon yard completed her as a steam schooner that year.

She had 1200 h.p. triple expansion steam

She was first operated by W.R. Chamberlin of S.F. but within a year or so was acquired by Johannes Rameslius of S.F. who renamed her the ELNA in 1935 and still owner her in 1940. (over)

ELNA WAS under charter to the A.T.S and had been sunk once in Cadbury Bay, B.C. and then later lost for good in the Aleutians.

DANIEL E WILLARD

Album 4.

U.S.A.T. Laker.

1. Port broad at dock, Seattle Pier.

G.



ex "Wissahickon" (Recently sold to Panamanian interest  
---Steamboat Bill June, 1948)

XXX

DANIEL KERN

Album 9.

Album 22.

Album 18.

Book 29

"Manzanita"  
(Old steam tug)

1. Port, broad, speed, at sea. VG
2. Stbd. broad, being scrapped in Lake Union 1939
3. Stbd. broad, in Ketchikan harbor.
4. Port broad, speed, (Mag. cut)

See information on reverse side of "Manzanita"

Built 1879 at Norfolk, Va. She became a unit of W.T. & B. about 1915. In 1939 she was burned at Richmond Beach for scrap.

MORE INFO. BOOK 35; Page 25

D.A.Disp. 10/19/1916 pp.3 mentions that Mr. Dan Kern was head of the Columbia Contract Co. (Connection?????)

D.A.Disp. 5/16/1917 pp.6 She was towing alternately from Seattle to Anchorage the barges, "Columbia", "Lawrence" and "Gen. Fairchild"

D.A.Disp. 12/6/1917 Lost barge "St David" Oct. 31, 1917  
See more on card on ST DAVID

Emp. 9/17/1923/6 The steam tug "Daniel Kern" reported herself leaking badly off Cape Blanco and the steamer "Kentuckian" was steaming to her aid. (She made it to Crescent City O.K.)

Emp. 11/17/1923/6 Arrived in Juneau towing the dismantled barge "Wm. Nottingham" last night, which will be loaded with lumber; She will tow the bkn. "Russel Havside" to sea at Cape Spencer while awaiting her tow.



DANMARK

PHP. 1.

Book 32

Book 29

Danish training ship.

1. Stbd. bow, P. Sd. sails set. (Porthole)
2. Port broad, at sea, all sails set. (Colored Mag. cut)
3. Stbd. bow, sails set. VG. (Mag. cut)
4. Port near broad; sails. V.G. (May '52 S & S p.35)

Built in 1935 as a training ship for the Danish Merchant Marine service and will soon resume that work.

Capt. Knud L. Hansen, commander of the vessel volunteered her to the U.S. on Pearl Harbor Day. She was used on the East Coast as a Cadet Training ship.

210' long.                      1700 tons.

MORE INFO.    BOOK 36;    Page 81

More info.    Book 35;    Page 53

1. Stbd. bow, at port pier. (Mag. out.)

Book 32

DANUBE

Old gold rush steamer

1. Supposedly in Mag. cut of several old boat at Skagway dock. (Mag. cut)



# DANUBE

Old Gold Rush ship.  
C.P.N. Co.

1. No picts.

She ran on the rocks near the entrance to Victoria B.C. Hbr. and at first was reported to be a total loss. Later however she was floated and towed in to the drydock where she was repaired. Commanded by Capt. Foote. Unable to handle in the teeth of a strong west wind was given a the reason she hit the rocks. May, 25, 1900  
Ran on a sand bar about 9/8/1901 at Ketchikan.  
7/17/1892 she was at Unalaska with a load of coal for the Br. cruisers "Daphne" and "Melpomene" in Bering Sea.  
See card on "Strathnevi's" for more on one episode.  
Commanded by Capt. Meyers; she was near scene when "Dora" wrecked in 1897 and also when "Willapa" piled up that same year.  
STIKEN RIVER JOURNAL 7/15/1899 tells of her being on rocks between Romax Pt. and Black Pt. Says that she hit full speed. Minus tides cause of wreck--not deep enough!



She arrived in Skagway from Victoria, B.C. Feb. 10, 1898 with frt. and 171 passengers.

She replaced the "Amur" on the Alaska run when the latter hit a rock near Port Simpson, B.C. Dec. 15, 1903.

8/4/1901 she arrived Skagway from Victoria with 300 tons of liquor for Dawson market (Pither & Leister) This is largest shipment ever brought to the North.

A.D. Dispatch, July, 8, 1899 says she was wrecked between Romax and Black Points on Vancouver Island. Was resting in an exposed position with her decks awash and it is believed she would become a total loss.

5/27/99 Wrangell paper says "Danube" arrived today; Capt. Meyers. Pass. reported she was aground in Oyster Bay for several hours on the trip North. Unreasonable pass. talk charged negligence----truth was Capt. Meyers had to go in Oyster Bay and an old line became fouled in the wheel.

One of the original units of the Canadian Pacific Nav. Co She was also the first vessel to pass through the Suez Canal.

(2)

DANUBE

Old C.P.N. Str.

ALASKA MINER 6/3/1899 pp.8 "Danube" was ashore last week in Oyster Bay, northbound, Capt. Myers, commanding. Cargo had to be unloaded on barges and after she was refloated she again loaded from the barges and proceeded North, apparently little damaged.

D.A.Disp. 1/2/1901 "Danube" Capt. Foote hit an ice-berg in Taku Inlet and holed herself. She had to be beached and repaired on the Treadwell flats.

M.D. 1/7/1956 She became the wrecking str. "Salvor"-----  
(Book 39; pp 46)

DARING

Album 9.

(Old steam tug)

1. Stbd. nearly broad, holiday crowd and flags. G

Built at Tacoma in 1909 for passenger service on the Seattle-Tacoma-East Pass run. In 1916 she was converted to a tug by the Chesley Tug Co. Then in 1918 she was sold to British Columbia interests and renamed "Clinton"

She is reported to have sank somewhere in B.C. in '35

163 gross; 111 net; 98' x 21' x 6.9'

D.A.Disp. 8/16/1916 pp.5; The tug "Daring" towing the leaky barge "Wm.H.Smith" arr. Juneau. Was enroute from Boat Hbr. B.C. to Unalaska with 2100 tons coal. Had sprung a leak in a storm off Cape Decision and made it to Juneau to await orders from B.C.



DARRO

British Motorship

1. Pict. and info.

pp. 31; Book 41.



DART

Pacific Sealing

American Schooner

10 tons: 37' x 12.6' x 5.8' O.N. 157275 Reported  
to have been built at Lummi, Wn. by Indians from Neah  
Bay in 1890. Hunted that ~~/~~year and took only 29 skins.  
on the Wash. coast. Wrecked off Carmanah Point, Vancouver  
Id. in April 1895 while on a sealing voyage.

XXX

DART

Album 11.

Album 20

Einar Haugens

Mail, Frt. Pass.

1. Port broad, still in old Seattle as old Pass str.
2. Stbd. broad, rebuilt as now in ship canal.
3. Bow on, burned and half sunk in Lake Union with other burned or scrapped vessels. Album 17. in same picture as "Reliance"
4. Port bow, near Graves Pt. as she was early on Petersburg Mail run. Photo Album.
5. On Northern Mach. grid; Ketch. Sept. '54 (PCA--7)

VG

Ashore--See Book 40; pp. 65

Ashore---See Book 30, p. 52

Dart

Built 1911 at Tacoma by M. McDowell as a passenger boat on the Seattle-Tacoma-East Pass run. Sold to Wrangell, Alaska interests in 1916. Returned to Puget Sound in 1925 as a unit of the Anderson Tug Boat Co. Burned in 1927 and some time later was sold to Maurice Reaber who took her to Juneau to go on the Juneau-Petersburg mail run in the early 1930's. After a few years Reaber traded with Einar Haugen for the "Phoenix IV" and also relinquished the mail contract to Haugen. In 1940 Haugen sold her engine, a 60 h.p. F.M. diesel to L.H. Bayers who installed it in his "Forester". The "Dart" was repowered with a new 150 h.p. Cummins Diesel. In 1941 (Nov.) she burned her house off at her berth in Juneau and was taken to Petersburg where a new deck-house with pilot house on top was built. The engine proved a 'lemon' and another one was installed in Seattle in 1942. That same winter Haugen put her on the auto-pilot and went to sleep---she piled up near Baranoff and was badly damaged. Was taken to Ketchikan for repairs and some time later was seized and sold to satisfy debts by the Ketchikan Bank. Bill Erickson of the Ketch. Trans. Co. bought her and she has since been on West Coast mail runs out of that port. (1952)



Card No. 2.

DART

Juneau Mail Boat

July 9, 1934 Severin Swanson, of Swanson Bros. Grocery, one of the owners of the M.S. "Dart" made this intital trip on the vessel on her newly acquired mail contract to Petersburg and way ports. (EMPIRE)

D.A.Disp. 3/23/1918 W.T.Hale and Leo McCormack of Wrangell have purchased the speedy little str. "Dart" from the McDowell S.S.Co. of Seattle a will place her on the West Coast of Prince of Wales run. 65' x 17' x 6' Has a triple-expansion, oil-burning steam engine. 73 gross; 50 net;.

12/27/1939/6 A new 180 h.p. Cummins diesel is being installed in the "Dart" The "Jazz" is taking her run.

2/5/1940/2 "Dart" 60 hours overdue on trip.

2/7/1940/6 "Dart" arr. late lost time in heavy fog which plagued her the entire trip.

8/21/1940/8 "Dart" hit reef off Kake dock---backed into it while leaving. Broke rudder and wheel and had to be towed to Ketchikan by "Jazz" for repairs. "Jass" took over the mail run.

- 11/19/1940 "Dart" suffers fire at Ferry Float last night. Ralph Pitcher, deckhand, sleeping on her, died, age 26. House damaged to about \$3500. Covered by insurance. She will go to Ketchikan and the "Naha" will be placed on the run
- 3/27/1941/6 "Dart" to return to run next trip---"Naha" to lay up.
- 5/13/1941/2 "Dart" repaired and new engine installed after bad fire last Nov. Returns to Juneau and will replace the "Jazz" on the mail run again.
- 9/11/1941/8 "Dart" hit rocks about a mile above Cascade Bay in Chatham Straits in fog on Aug. 30th. Badly damaged
- 4/30/1942 "Dart" is in Port Walter, partly submerged--hit a rock in Lower Chatham Str. (No details)
- 5/1/1942. More----says she hit a rock in Big Port Walter and is badly holed. Had 3 passengers. All O.K.
- 7/25/1942/3 Orville L. Mandle of Petersburg filed suit in U.S. District court against the "Dart" and Einar Haugen for \$3400. plus \$50. per day since July 17th, for raising her. He had been hired by Haugen to raise her at Port Walter and take her to a shipyard. When he got her to Petersburg it was occupied (shipyard) and so was



(3)

DART

Juneau mailboat

Ketchikan so he started to run her to Juneau. On the way she broke a crankshaft and had to be towed back to Petersburg where she is still tied up.

## DASHING WAVE

Pacific Sealing Ships

American schooner

148.90 gross: 141.46 net: 160'x27'x9.7' O.N. 6546  
Built at Eureka in 1867. Employed in cod fishing out of  
S.F. for many years. In the winter of 1885, between cod-  
fish trips, Capt. M. Gaffney took her on a sealing trip to  
the Galapagos Islands, but was not very successful. This  
seems to have been her only sealing voyage. She was  
wrecked in Bering Sea in 1891.

DASHING WAVE

Old bark-barge-hulk

1. No picts.

2. VG Pict. (Plate XII) AMERICAN NEPTUNE Apr. 1959

SKAGWAY DAILY ALASKAN May 10, 1903 says the old hulk was towed into Skagway on the 9th with a load of 450 sheep, 200 steers, 50 hogs and 1100 bales of hay by the old steam tug "Escort No. 2"

ALASKAN (Sitka) 7/13/'89 says the Sch. "D.W." Capt. Gaffney arr. S.F. from Humbolt Bay, Western Alaska with 95,000 cod-fish for Lynde & Hough. (She was at Sitka in the fall of 1886 for Capt. Morrissey's salmon and halibut fishery. For additional of her activities in later life--as a barge, see card on "Elihu Thompson"

EMPIRE: 3/17/1920/8 She and the cannery steamer "SanJuan" which was towing her, both went ashore on Shelter Pt. near Seymour Narrows while waiting for the tides. Both refloated later with little or no damage.

Emp. 3/23/1920/7 Capt C.E.Ahues, Supt..of Taku Hbr. canner arrived in Juneau today on the tender "President" a new Libby tender and says that the loss of the "Dashing Wave" and her cargo on Shelter Pt. is a severe one! Most of her cargo was destined for Taku Hbr.

Towed to St. Michael by "Elihu Thompson" (NOTE BOOK 27)

DAUNTLESS

Post Card Album 1.

British Cruiser.

1. Port, broad, anchored in Juneau Hbr. Aug. 1930



DAUNTLESS

Album (8)

"Edith Foss"

"ST 150"

(1) Port near broad at Seattle Port as ST 150

Built 1919 at New Orleans, La. as the "U.S.N.49"  
115 gross; 59 net; 81.7' x 20.8' x 9.9' In 1930 she was  
refitted with a diesel at Aberdeen and renamed "Rustler"  
Passed to the Foss Co. 1940 and renamed "Edith Foss"  
In 1942 she was again sold to Alman Hubble of Hoquaim and  
renamed "Dauntless" (She was powered with a 450 Washing-  
ton diesel in 1930.) Saw some service during War II with  
ATS in Alaska towing.

DAUNTLESS

Album #3.

Sm. old sd. ferry

1. Stbd. bow, coming in to dock in swell. old. F  
Picture taken 1899.

Built 1889 at Tacoma, Wn. 91 gross 61 net;  
93.1' x 19.7' x 5.9' She blew out of Apple-tree Cove  
in a howling northerly gale Jan. 5, 1924 and went to  
pieces on Meadows Pt.

Emp. 12/31/1923/6 The P. Sd. str. "Dauntless" broke loose  
her moorings from the dock at Kingston in yesterday's  
storm and blew ashore on Meadows Pt, 10 miles from Seatt  
le. Broke in two; total loss; valued \$60,000.

1. Stbd. broad, speed. (Mag. cut)  
(Similiar vessel to LT's 1; 2; 3; & 4; also built  
by the Jakobson Shipyards, Inc. West End Ave.  
Oyster Bay, N.Y.)



DAVENPORT

Pacific Coast Wooden Steam Schooners.

Lyman

911 tons, built 1912, by Kruse & Banks, North Bend,  
for J.O.Davenport of S.F.

Carried 950-M ft.

750 h.p. triple expansion steam

Sold in 1936 to A.B.Johnson Jr. of S.F.

In Dec. 1940 she lost her deckload off the Oregon  
coast and was towed to Astoria by the tanker LOS ANGELES  
and soon put back in service.

XXX

DAVID W. BRANCH

Album 4.

Libby's  
Cannery Ship.

Album 18.

1. Stbd. broad, still in stream as Libby's ship. VG.
2. Port broad, nearly dry on reef in Arthur Passage.
3. Port, bow, same mishap; taken Jan. 1942.
4. Port bow showing cargo being transferred to scow.
5. Port qtr. view of same mishap. Album 18.

9/21/1945 Capt. Sam C. Frey gets high award for rescue of  
18 crewmen of "North Wind" He also helped in rescue of  
men from the "John P. Gaines"  
PICT. Info. sold. etc. BOOK 44; pp 43

Hit on Hammer Island, about 20 miles below Prince Rupert, B.C. in Jan. 1942.

History ~~in~~ 1947 DIARY Page ~~44~~ Feb. 5.

Built at Flushing, Holland in 1915 as the "Fliesing" After she left the Libby fleet, after War II she became the Panamanian S.S. "Luxor" and in Sept. 1948 was sold to the Israeli 'Zim Israel Nav. Co. Ltd. of Haifa. She has been renamed the "Negbah" Commanded by a Capt. Edmond Szagi in 1951. M.D. 6/2/'51

10/28/1941/8 Collided with ferry "Illahee" in fog off Marrowstone Pt. but no one hurt. Bow of ferry nearly severed. Both able to proceed to port. ....9567 in

See pp 6 in Spring 1957 S & S. for good complete history of her. Built in Holland in 1915, to U.S. (Pacific Mail Lines) in 1916 and named "Ecuador". Later to Panama Mail Line; then she passed to Grace Lines to become the "Santa Olivia" and then passed on to Libby's in 1937 and named "David W. Branch" Became "Luxor" in 1947. In 1948 to the Israelis and renamed "Negbah" Sold to Italian shipbreaker in 1956



(2)

DAVID W. BRANCH

Libby's cannery boat

K.Chron 2/14/1937 The SS "Santa Olivia" purchased last yr. in N.Y. by Libby's from the W.R. Grace Co. will soon be renamed the "David W. Branch" for the former manager of the salmon Dept. of Libby's, who recently retired and was replaced by Capt. Fred Svensson former sailing master on Libby's "Glory of the Seas", bark "Berlin" and ship "Wm. H. Macy." Branch was 44 yrs with the Co. and Svensson 25 yrs.. The "Santa Olivia" was one of 3 ships acquired in Holland after War I. the others were the "Santa Isobel and the "Columbia" which was lost in 1928 off the Mexican Coast. The Santa Olivia was launched in Ecuador and was 5544 gross and 395' long and 48.7' beam.



DAVID CAMPBELL

Album 5

~~Portland Fire Boat.~~

1. Port, broad near bridge in Portland Hbr. White G.

## DAWN

Pacific Sealing Ships

American schooner.

Listed with the sealing fleet in 1892 with a catch of 128 skins. (May be O.N. 157169 15.13 gross; built at Oakland Calif. in 1883; but more likely O.N. 157304 of 12 tons, built at Bandon, Ore. 1891 41'x 13' x 4.1')

ALASKAN (Sitka) tells of a sloop of this name, commanded by Capt. Bartel. She arrived Sitka 5/14/'92 and was to go sealing.

DAWNLITE

Steel Steam Schooners

1976 tons, was also bought from the Standard Oil Co. in 1922 by the Pacific S.S.Co. A few years later she was sold to Baltimore owners, who converted her to an oil barge under the name "Pure Wofford" She was still afloat under that name in 1940.

Album 28

DAWSON

Album 38

Yukon River str.

1. No picts.
2. Arriving at Dawson Oct. 1919
3. Wrecked



Built at Whitehorse in 1901 to replace old ship of the same name---for the Bennett Yukon Nav. Co. 779 tons; Wrecked in Rink Rapids in fall of 1926 Launched 5/28/'01

Emp. 10/14/1926 Hit rock in Rink Rapids and total loss.  
Crew and pass. safe.

Emp. 10/15/1926 There were 80 pass. on the "Dawson" when she sank on Wed. 13th in Rink Rapids, about 25 miles N. of Carmack's.

DAWSON CITY

157508

~~XXXXXXXXXXXXXXXXXXXX~~

~~XXXXXXXXXXXX~~ 1902

Old steam schooner.

1. No picts.
2. Good pict. aground in surf near Nome. pp. 7. A.S.  
for Oct. 1954 (Alaska Sportsman)

Ex "Gussie Brown" Built 1898 at S.F. Twin screw str.  
119 tons;

Blown ashore at Golovin Bay during a storm Oct. 21, 1902  
and thought to be a total loss. There was no loss of life.  
She was refloated later however and repaired.

Had left Nome Oct. 9, 1902 for Seattle, Capt Lupp and  
15 man crew. Ran into storm--found no shelter at Sledge Id.  
Ran to Indian Pt. on Siberian side and unable to lay there.  
Had to use salt water in boilers and finally made Golovin  
Bay 10 days later. Owned by a Felix Brown.

She was built the "Dawson City" at S.F. in 1898 and  
after being salvaged and repaired was renamed the "Gussie  
Brown" No. 157,508 119 gross 86 net; 300 h.p. 13 crew  
84.5' x 22.5' x 6.1'

D.A.Disp. 1/22/1903 Nome str. "Dawson City" is reported  
O.K. at Seattle. She ran out of coal after leaving  
Dutch Hbr. and had to sail down.

DAWSON

Yukon River steamer

1. No picts.



First ship of the name on the Yukon. No other info.  
See back of card on tug "Pilot" for more info.

DAYLIGHT

Lg. U.S. bark

1. No picts.

She was reduced to 3698 tons when converted to a barge. This huge craft in her heyday was a new development in large sailing vessels. She was 351.5' x 49.1' x 28.2' Her foremast was 172' high.

J.A.Gibbs, Jr.

More info. Book 36 Page 13

More good info. pp. 3 in Book 44

DAYLITE

Steel Steam Schooners

1976 tons, also passed from the Sta. Oil Co. of N.J. to the P.Coast (P. S.S.Co.) then to Baltimore owners, who converted her to a barge without changing her name. She was scrapped in 1940.



Book 32

DAUNTLESS

PHP 2

4-masted schooner

1. Port broad, sails at sea. (Mag. cut)
2. Port qtr. sails at sea. (Porthole)

Dimensions: 548 gross; 478 Net. 162.2 x 37.3 x 13.2  
Built in 1898 in the old G.H.Hitchings shipyard at  
Hoquiam, Wn. as a lumber carrier. She competed with  
steam schooners all during world war I and after--until  
1923.

She made her last trip in 1923 when she left Grays  
Harbor and returned late that year from Tonga with a  
load of copra only to be sent to the S.F. boneyard.

Shortly after she joined the "Hollywood Navy" and  
was one of the vessels used in the filming of Jack Londons  
'Sea Wolf' Then she was sold to a Calif fishing concern  
and anchored off Balboa where she became a potent smelling  
fish barge. Her hull was neglected and by 1929 she was  
stripped and abandoned.

DE\*BRAAK

Old British privat-  
eer.

1. No pict.

She left Falmouth, Eng. June 3, 1797 under Capt James Drew, with over two million dollars worth of gold and silver bars and precious stones---for the West Indies. She was classed as a sloop-of-war and carried an 86 man crew. In May 1798 she arrived off the Delaware Capes and while under mainsail and reefed top-sails, capsized about a half mile off Cape Henlopen. Capt Drew, 38 of his crew and about 200 Spanish prisoners went down with the ship.

The JUNEAU CITY MINING RECORD for Aug. 30, 1888 carried the story and added that Dr Seth Panevast and Lieut. Comm. Adams, U.S.N. were organized to locate the treasure.



DECATUR

Old 3-masted gun-boat

1. No pict.

Some information in 1947 DIARY Page Feb. 10.

See Vg. historical accounts on her in (NOTE BOOK No. 27)  
page 111)

XXX

Album 18.

DECORAH

Frnt. and Mail boat.

- ①. Stbd. broad, perched in precarious position on rock.
- ②. Port qtr. view of same mishap.
3. Four excellent picts. taken at Juneau 1954 (PCA--7)

## DECORAH

Cannery tender

8/28/1933/6 "Decorah" of Sunny Pt. Pkg. of Cordova, with  
a crew of 20 men and a cargo of 1000 cases of salmon  
ran on rocks at Pt. Augusta in Icy Straits yesterday.  
10/3/1933/8 VG pict. of the "Decorah" high~~h~~ on the rocks  
Capt. Ted Brever. Stern 35' in the air at low tide!

## DEEHKS

Pacific Sealing Ships

American schooner

45.10 gross: 42.85 net: built at Seattle in 1892.  
60' x 17.8' x 7.2' O.N. 157359. First reported sealing  
in 1894 when she was skippered by James Claplanhoy, Chief  
of the Wahah Tribe at Neah Bay. Took 400 skins on the  
lower coast and 1023 in Bering Sea, the second largest  
catch by an American vessel that season. In 1895 she was  
skippered by Capt. John James on the lower coast where she  
took 82 skins, and by Capt. Ben Martinus in Bering Sea  
where the catch was 592. Not listed with the fleet after  
this year.

Gas engine installed in 1906 and name changed to "Std.  
Fish Co. No. 2" in 1907.



1. Stod. near broad, sketch from above. (Mag. cut)

Built in 1947 by Birchfield Bolier, Inc. at Tacoma. Wn.  
140' x 26.66' all steel welded. For Deep Sea Trawlers,  
Inc. of Seattle. Fishing in Bering Sea for king crabs.

Suffers fire damage in wheelhouse; extensive damage  
to radar, loran, etc. (Book 39; pp. 63)

Picts. and story of her King Crab fishing in Bristol Bay.  
PACIFIC FISHERMAN Sept. 1958 pp 13--

DEFENDER

Album 11.

Album 23

Old steam tug.

1. Stbd. broad, a/s logs, "Puritan" up ahead. G
2. At old Olympia, Wn. wharf with old wet-asses.

Built 1900 at Tacoma 150 h.p. Owners in 1941 were the  
Pacific Towboat Co. 25 gross; 17 net; 63.2'x16.2'x5.8'

DEFENDER

No. 157699  
Small Newport, Wash.  
Steam tug.

1. No pict.



Built 1903 at Newport, Wn. 28 gross; 19Net. Crew of 3  
54' x 12.5' x 4' She burned Aug. 21, 1910 at Dalkena,  
Wn. The 3 men on her were not injured.

DEFENSE

Small old str.  
Alaska 1898

1. No picts.

NO RECORD IN BLUE BOOKS.

Owned in 1898 by the Copper River Trans. & Mining Co.  
along with the strs. "Townsend" and "Proctor"

DEFIANCE

Album 9.

Album 23.

Book 29

W. T. & B. Co.  
(Diesel tug)

1. Stbd. broad, slow, line to ship. VG
2. Towing "Donna Lane" in Lake Union. Tug "Dividend"  
Assisting.
3. Stbd. broad, speed near bow of S.S. (Mag. cut)

Ex "George T"

Built 1899 at Tacoma, Wn. as the "George T" for the Geo.  
T. Myres Co. as a tender. 43 gross 29 net;  
66.3' x 15.6' x 7.6' In 1907 she passed to Pacific  
Tow Boat Co. and in 1924 she was sold to J.A.McEachren Co.  
as a 110 h.p. gas powered tug. Later she passed to the  
Wash. T.&B. and a new 160 h.p. diesel was installed.



DEFIANCE

No. 157607

Sm. Sd. Frt. (steam)

"Kingston"

1. Picts. only as the "Kingston"

Built 1901 at Tacoma, Wn. as the S.S. "Defiance" Name  
changed to "Kingston" in 1916. Used on various P. Sd.  
freight runs until 1930 then became unit of Wills Nav. Co.  
and tramped freight to S.E. Alaska from Seattle. A Wm.  
Snyder had her chartered in 1934 and in command of Capt.  
Bill Brannigan she piled up on rocks in Whitestone Narrows  
to become a total loss

DEFIANCE

Album #3.

Sm. Sd. Pass. Ferry

1. Port broad, close, speed, all white.

G.

DEFIANCE

Tacoma Car Ferry

1. No picts.



Built and launched Jan. 16, 1927 at Gig Harbor, Wn. in the Skansie yard. Operated many years from Tacoma to Gig Hbr. and also between 6th Ave. Tacoma and Point Fosdick. She has been sold to the Olympic Ferry Co which now operates her between Tort Townsend and Keystone on Whidby Id. She can carry 60 cars.

M.D. Feb. 2, 1952



DE GRASSE

Lg. French liner  
1953 "Empress of  
Australia"

1. Pict. and some info. Pp 35; June, '53; S.&.S.
2. V.G. picts. and info. pp. 18, Fall 1954 S. &. S.
3. Sold to C.P.S.S.Co.-- Album 48; pp. 7.

DELAROFF

Album 4.

Large Freighter.

1. Stbd. broad at anchor, Seattle Hbr. as U.S.A.T. VG

Some info. Lg. G.S.File under ALASKA PACKERS ASSOCIATION

Album (28)

De La SALLE

Lg. French liner

1. Post card.

DELAWARE

Old bark  
Sitka 1867

Departed Sitka 11/24/'68 for Port Townsend; Capt. John  
Robertson, commanding; 249 1/2 tons, burthen.  
Departed Sitka 7/16/'68 for S.F. Capt. Chas. E. Shillebar  
commanding  
Capt. Chas. E. Shillabar. Arr. Sitka 5/30/'68 from S.F.  
Name also spelled Shillaber---6/24/68



DELAZON SMITH

Album 24.

Liberty ship.

1. At ATS dock, Juneau. from dockside.

1. Stbd. broad at Rotterdam pier. (Mag. cut)

In 1952 she made her 2nd 'maiden voyage to the Pacific N.W. and Seattle. She was completely rebuilt from the hull and emerged in April 1952 as the "Dongedyk" owned by the same company---Holland-America/ Lines.

M.D. Apr. 19, 1952

XXX

DELHI

No. 203502

Album 19.

Wooden Steam Sch.

Album 21.

1. Port, nearly broad, port list, decks awash, near rocks on Sumner Island: foremast down.
2. Astern, decks awash, port list, foremast down, good view of surrounding country and reefs. P.C.A. 1.
3. Bow view, decks awash, about 75 degree list, foremast gone. (Believe this to be wreck on Sumner Id. although notation on picture says 'at Ketchikan. Post Card Album 1.
4. Port near broad, intact, Sumner Island 1915

HISTORY BOOK 35; Page 12

Wrecking str. "Salvor" put patches on her and started to tow her to a less exposed beach. Storm came up and she broke loose. Believed she sunk during night but some time later she was found on Sumner Island. Capt. McCarthy says he and Engquist could not find light and were about to cut her speed when she hit. Black, windy rainy, night. Valued at \$250,000.



986 tons; built at Winslow by the Hall Bros. Marine Railway & Shipbuilding Co. for the Pacific Coast Co. in 1906

Fitted to carry passengers and also a million ft. of lumber.

Had a triple-expansion engine of 800 h.p.

Wrecked on Sumner Island, Alaska Jan. ~~22~~<sup>23</sup>, 1915 after floating off of Straits Island where she had originally hit in thick weather at 20:00 Jan. 18th. 1915. She was operated at the time by the Pacific Coast S.S.Co. and on watch when the accident occurred were Capt. P.C.McCarthy, Pilot; Victor Enquist and Chief Eng. ---Callow. Also piloting on her at the time was<sup>d</sup> Frank Nystrom who was not on watch.

I believe she was salvaged some time later and towed to Ketchikan where she laid in a sunken condition on the beach there, for some time.

Mentioned on back of card on "State of Calif." in large file.  
Had 24 people on board when she wrecked and none were lost.



D.A.Disp. 3/15/1911 says Str. "Delhi" long idle at Eagle Hbr., was towed to Seattle and will be readied again for the Alaska trade. (She was named after a fast race horse) She has long escaped serious accidents on the trade. She was built at Eagle Hbr. in 1906 227' x 38.3' x 16.0 986 gross; 582 net; 24 man crew.

D.A.Disp. 1/20/1914 She bounced off a rock on Zarembo Id. (Near, or on Vichnefski Rock) on the night of Jan. 15th. during gale and blinding snow-storm. Able to proceed to Wrangell, then on to Seattle and is now in D.D. there. Damage to keel and bottom estimated at \$6000.

D.A.Disp. 1/20/1915 She hit at 21/15 Mon. nite Jan. 18th Black and misty and officers on watch could not see the light. Eng. was J.W.Callow. Enroute Craig to Wrangell. S.S."Alameda" standing by.

D.A.Disp. 1/28/pp,3: Reported raised today by a Canadian Salvage outfit---and refloated---however,--

D.A.Disp. 2/5/1915 She was still fast on the reef;

D.A.Disp. 2/8/1915 pp.4; A total loss;"Salvor" lvs. scene.

D.A.Disp. 2/16/1915 Jimmy Sayles and Carl Lancaster, on gas-boat "Taku II", picked up the drifting derelict "Delhi" and towed her to a safe harbor on Sumner Id. Sayles says the hull is not in too bad shape.

D.A.Disp. 3/28/1915 pp.2; More V.G. stuff; Capt Sayles:

D.A.Disp. 8/26/1915 pp.4; "Delhi" towed to Ketchikan and is now laying at the mouth of Ketchikan Creek. Will be raise

D.A.Disp. 8/28/1915 She has been placed on an even keel. and will soon be towed to Prince Rupert by the tug "Pioneer" where full repairs will be made.

DEL NORTE

Old P.C.S.S. str.  
1894

ALASKAN (Sitka) 3/3/'94 she was to replace the "Crescent City" Capt. Allen, which has the mail contract to Alaska. Unit of P.C.S.S.Co.

ALASKA NEWS: 12/20/1894 Capt. McAllep has chartered the Str. "Del Norte" to replace the "Chilkat" next month. She is 167' x 32' x 12.5!' And was built in 1892.

DELPEN

Delpen Co. (M.B. Dahl)

VG. pict. and info. pp. 17 Mar. 1956 P.W.B.

2. VG. in Fredrick Sound. 1957-58 (PCA-10)

3. PICT. Repowered. BOOK 45; pp 2.



Formerly the "Comet" and "Dorothea"



DELROSA

Bought by A.S.S.Co.  
Dec. 1922

Emp. 12/14/1922/6 A.S.S.Co. bought the frt. "Delrosa" of  
4700 tons and will place her on the Alaska run. Bought  
from the U.S.Shipping Board.

DELTA

Yukon River str.

1. No picts. •

Built 1905 at St. Michael for the Northern Nav. Co. and the Alaske Yukon Nav. Co. 283 tons. Was still at St. Michael in 1944.

Arr. Fairbanks 9/29/1906 with 40 tons of frt.

F.D. Times Sept. 11, 1906 says she was overhauled and to go on the Upper Tanana River run after having spent the summer on the Koyukuk river for N.C. Co. She was replaced on the Koyukuk by the new str. of that name-- "Koyukuk"

Book 32  
Album #3.  
Album 13

DELTA

Sm. Old Ferry

1. Stbd. broad, speed. all white, Seattle Hbr. VG.
2. As tug.
3. Same two views together in (Mag. cuts)

Book 32

DELTA

Album 13.

Pass. str. and

Album 3.

Old steam tug.

1. Port, nearly broad, still in stream. VG
2. Stbd. broad, speed. white. As pass. str.
3. Same two. views together. (Mag. cuts)



## DELTA KING

Old sternwheeler

1. No picts.
2. Being towed by tug "Island Navigator" P. 36. Aug. '52  
P.W.B.
3. Some info. late; pp. 40; Book 41.
4. Now serving as a bunkhouse....Book 42; pp 5--12.
5. Some good history pp. 24; P.W.B. Dec. 1954
- 6/ Aids "Delta Queen" in River accident. (Book 43; pp 2)
7. VG Being towed by "Island Navigator" (N.B. 21; pp 101.)

Good info. and article page 33, in P.W.B. June, 1952.  
Some history in Book 37 page 67.

M.D. 10/24/1953 says she was serving as a bunkhouse at  
Kitimat, B.C. (Alcoa of Canada) She is also reported to  
be in good condition, although she was prefabricated in  
Scotland in 1926 and assembled in Stockton, Calif.

Latest info in LG. G.S. File under DELTA KING

~~Paddle-wheel steamer~~

1. Boxed up for ocean tow leaving Golden Gate astern of  
P.T.&B. tug "Osage" (Mag. cut)
2. Boxed for ocean tow--stern ashore S.F. Bay. tug standing  
by. (Mag. cut)
3. V.G. port broad; speed. Page 36; Jan. 1951 SHIPS &  
SAILING
4. V.G. port broad; June '52 S & S page 21
5. V.G. picts. and story. pages 38 to 45; Feb. '53 S&S
6. Hass accident on River. Book 43; pp. 2)
7. VG picts. and story (S&S Summer 1956 pp. 22)
8. VG picts. and story (S&S Spring 1958 pp 5)



Picture shows her being towed out of San Francisco on a trip that should end at Cincinnati, Ohio. She is 'boxed' up for her long ocean tow. Her new owners will operate her as a luxury passenger liner on the Mississippi and Ohio Rivers. Formerly she and her sister ship the "Delta King" were operated on an overnight frt. and pass. run S.F. to Sacramento. The tug "Osage" of P.T.&.B. and skippered by Steve King is a twin screw 'Miki' with two 600 F.M. diesels. The "Delta King" now owned by the Maritime Comm. is receiving bids from the River Lines who plan to dieselize her and use her on California's northern inland waterway system. PMB Aug. '47

Built 1926 at Stockton, Calif. with her sister ship the "Delta King" both having exactly the same dimensions:  
1837 Gross: 1318 Net 250' x 58' x 11.5'  
Had 2000 H.P. steam in 1943 and carried 56 crewmen.

Built in Scotland and assembled in Stockton, Calif. in 1926  
See SHIPS & SAILING PAGE 56 Jan. 1961

DELWOOD

Album 9.

Album 23.

Puget Sound T&B.  
(Diesel tug)

1.

Port, broad, speed, Seattle waterfront.

VG

2.

Scenic view, distance, through trees, Roche Hbr.



SEE Lg. G.S.File under Puget Sound Tug & Barge Co. for  
more info. on her from the MARINE DIGEST.

DELWOOD  
(Freighter)

A.S.S.Co.

Album

1.

Album

4.

1.

Port, broad, speed, Puget Sd. as U.S.A.T.

VG

2.

Stbd. broad, at dock as old U.S.A.T. Cable ship.

VG.

3.

In Tongass Narrows; war paint. (Album 28)

Some info. Book 41. pp. 24.

Marine Digest Mar. 13, 1954 (20 Yrs. ago) 3/10/1934

Closing of the sale of the former U.S. Cableship "Dellwood" to the A.S.S.Co. by P.E. Harris & Co. of Seattle was announced on Tues. Delivery of the vessel was made the same day.

She is now being made ready for the Alaska cannery trade and will soon join the fleet of the A.S.S.Co.

The "Delwood" was rebuilt a year ago at a cost of nearly \$100,000. as a cannery supply ship. She can carry 110' piling in her foreward hold and will move much cargo of this nature for her new owners.

Emp. 4/3/1923/6 The ex U.S. Shipping Board str. "Delwood", has been converted to a cable-ship and will soon come North to replace the old "Burnside"

6/7/1941 Cannery supply ship "Dellwood" 320' and built at Oakland, Calif. in 1919 with 200 first class and 79 steer age pass. is hard aground on Nicholas Rock in False Pass Hit at 05:30 today. Is in no immediate danger.

Post Card Album 1.  
Post Card Album 2.

Alaska S. S. Co.

1. Stbd. bow, coming into Juneau wharf. P.C.A.1. VG
2. Port broad, in Wrangell Narrows.
3. Two picts. passing my tow in W. Narrows. Winter.
4. Stbd. broad from the air. (Porthole)
5. Port broad, speed; from the air; (P.47; Mar. '52  
SHIPS & SAILING)

6. Distance, off Penneck Id. War paint. (Album 28)
  7. V.G. pict. as S.S. "Southern Cross" LOG Aug. '55; pp69
  8. VG. pict. Speed; from air. (PCA--7)
- SOLD, RENAMED, ETC. (NOTE BOOK No. 1. pp. 3-4-5-6-11-16-23-26)

pass. to land, etc.

9/5/1938/6 Arr. Juneau after annual cruise to Siberia  
However, Russians acted suspicious and would not allow

Given up and she was fitted with a swimming pool in #3  
hatch and a new cruise itinerary was laid out for her with  
sailings every two weeks.



Built 1927 at Newport News, Va.

4302 Gross: 2463 Net: 323.5' x 51.2' x 19.9'

Had 3500 h.p. steam and carried crew of 97 men.

Grounded on Shelter Island in snowstorm Mar. 5, 1945

Formerly the "Caracas" of the Red D Line (now a part of Grace Lines) Passed to A.S.S.Co. Jan. 27, 1938 and renamed "Denali" (for Mt. McKinley---Indian name)

Twin screw---turbiné driven vessel has accommodations for 200 first class pass. Besides 4 holds for general frt. she has space (refrigerated) of 295 tons. Master in 1952 was Capt. Carl Nilsen who commands the A.S.S.Co. cruise ship "Aleutian" in the summer months.

Runs into 105 mile gale in 1952 Book 37; page 52

(Stadum) Oct. 27, 1955 she left on maiden trip Miami, Fla. to Netherlands West Indies, Colombia and Venezuela. Newly renamed "Southern Cross" The Peninsula & Occidental S.S. Co. bought her from A.S.S. in fall 1954 and put her on the Tampa, Key West and Havana run. Service last only three mo Jan. thru Mar. of 1955) when she was laid up very likely due to difficulty in handling autos. Her owners did not



(2)

DENALI

New ASSCo. str.

1/14/1952 Hit by 100 mile gale in Gulf; heavily iced; cars  
on deck smashed; man lost overboard, etc. Capt. Carl  
Nilsen. Arrives in Juneau today.

DENALI

A.S.S.Co. Str.

First of name.

5/20/1935 "Denali" hits off Zayas Island in heavy sea and dense fog, breaks in two and sinks! at 03:13 on 19th Capt. T.E. Nealey, 8 officers, 7 pass. 23 crew and 4 stowaways, all saved by C.G. "Cyane"

XXX

Album 18.

Album 21.

DENALI (old)

Alaska S.S.Co. Frt.

1. Stbd. nearly broad aft. upright, nose on rock before she broke up.
2. Stbd. broad, reduced to debris.
3. Port broad view of two halves of wreck.

Hit rocks on Zayas Island 03:13 May 19, 1935. Fire broke out, then she broke in two with the bow half still intact on the reef. She was bound to Metlakatla in fog and heavy sea. Capt. T.E.Healy and 52 men on board also 7 passengers and 4 stowaways. Value of loss about \$400,000

HISTORY BOOK 35; Page 15

M.D. 5/28/1955 (20 yrs ago) adds Capt. Thomas E. Healy. Had full cargo frt. including 30 tons dynamite. Cargo and ship valued at \$650,000. Survivors arrived in Seattle on the S.S. "Alaska"

PCA ⑥

DENNIS WINN

Ex F.S. 244

Fish & Wildlife Ser.

1. Stbd. broad, at Army dock, Juneau. Oct. 1950



XXX

Album 18.

PHP. 1.

DEPERE

220449

Alaska S.S Co. Frt.

1. Port qtr. bow ashore on rocky beach even keel.
2. Stbd. bow, nose high stern under; upright.
3. Stbd. qtr. view of same wreck.
4. Stbd. bow, at lumber dock. (Porthole)
5. In Tongass Narrows; war paint. (Album 28)

Empire, Dec. 30, 1933 says she had trouble, parted lines  
etc. at Juneau during 'Taku' storm.

Built 1920 at Oakland, Calif. 3475 gross; 2063 net tons.  
320.7' x 46' x 24.4' Steel 1800 h.p. 30 crew.  
Nov. 18, 1929 She hit a rock on Cape Decision. Capt. John  
Newland and 2nd Mate Geo. Decker on bridge; were bearing  
on light. Bounced off and began to make water. S.O.S.  
sent out and Capt. tried to make Port McArthur to beach  
her. Engrs. stood by until forced to leave and she just  
made it to beach inside the point. Had cargo of copper  
ore on board valued at \$200,000. Coast Guard vessels  
answered her calls. On Nov. 25, she was patched and  
floated into Port McArthur where additional patches were  
put on and she was towed to Seattle. Pilot J. Johanson.  
Sister ship to "Derblay"

DAILY ALASKAN (Skagway) Says she hit at 19:00 Nov. 15, '29  
See card on "Derblay" for additional info.

EMPIRE Aug. 7 1939 tells story of her striking rock at N.  
entrance to Wrangell Narrows at 06:40 on Sunday Aug. 6th  
Badly holed and had to be beached about a mile North of  
Petersburg. Capt. Henry Burns. Foggy. Cutter "Cyane"  
at scene and "Salvage King" of Vict. B.C. coming to  
scene. Also, "Derblay" left Seattle to take frt. etc,

DERBLAY

220599

Album ①. PHP. 1. (Freighter)

A. S. S. Co.

Album 4

- |    |   |    |
|----|---|----|
| 1. | Port bow, close, at Seattle Pier          | F  |
| 2. | Port broad, still in stream as U.S.A.T.   | VG |
| 3. | Port bow, a/s Pier. (Porthole)            |    |
| 4. | In Tongass Narrows; War paint. (Album 28) |    |



Built 1920 at Oakland Calif. 3475 gross; 2065 net tons.  
320.7' x 46' x 24.4' Steel hull 1800 h.p. .33 crew  
Sister ship to "Depere"

She served all through War II and is still operating  
in Oriental waters, having been sold to Chinese interests.  
along with the "Lakina" and "Cordova" M.D. 1/22/'49

Built by Harlan Dry Dock & Shipbuilding Co. of Oakland.  
While in service of the General S.S.Co. she went ashore  
in Ecuador and was badly damaged. Ownership passed to the  
A.S.S.Co. on Feb. 27, 1936 on a bid of \$90,000. Shipping  
Board agreed to pay cost of repairs out of purchase price  
and the contract was awarded to Todds in Seattle.

She was the last of 5 Harlan built ships bought by A.S.S.  
Co. at t at time---the others were the "Oduna" "Tanana"  
"Depere" and "Jeptha"

STORM DAMAGE SEE BOOK 30; Page 59  
Still in operation in China. (NOTE BOOK No. 1. pp 48)

# DEPERE

A.S.S.Co. frt. '29

11/16/1929 "Depere" hit rocks near Cape Decision at 19:00 last night. She was still afloat when she sent her S.O.S. and was attempting to make Port McArthur to beach herself. A later report from the vessel said she couldn't remain afloat that long and had to be beached on Cape Decision!

She was Southbound from Cordova. Capt. John Newland.

"Unalga" and "Cygan" both rushing to her assistance.

11/16/1929/7 The "Unalga" was towing the disabled halibut boat "Chelsea" of Ketchikan in from Area 3 with a broken crank-shaft when she received the S.O.S. She towed the "Chelsea" into Mud Bay and anchored her there, where she and her 13 man crew would be safe until the C.G. cutter could return for them.

11/18/1929 Chief Eng. Geo. Kinnear praised---stayed at his eng. controls until the "Depere" was beached, an hour later. Water was up over the engine room floor plates. The sinking str. managed to make it to just inside the point in Port McArthur where she promptly sunk until her stern was under water. Capt. Newland was on the bridge and the 2nd Mate was on watch when she hit.



She has a \$200,000 copper cargo on board. Her crew was sent south with the exception of Capt. Newland and 8 men who stayed by her. Chief Kinnear will return to the wreck on the "Salvage King"

"11/25/1929/7 "Depere" patched up and refloated by the "Salvage King" and is now afloat at Port McArthur and will soon be towed South.

11/29/1929/7 "Salvage King" left Ketch. today towing the disabled str. "Depere" for Seattle.

2/17/1930/7 "Depere" repaired and back in commission---  
79 plates had to be replaced.

8/7/1939 She hit Prowlewy Rock (Wrangell Narrows) in fog at 06:45 Sun Morning Aug. 6th. Capt. Henry Burns beached her about a mile N. of Petersburg to prevent possible sinking. 40 in her crew. C.G. "Cyane" and wrecking str "Salvage King" are enroute to her aid. "Derblay" is also coming to remove her cargo.

8/11/1939/6 "Depere" escorted to DuPont to unload powder. Will transfer balance of cargo to "Derblay". Inspected here by Clark and Newmarker after her grounding at Petersburg on the 7th.

DERICKSON

Old wooden Coast  
& Geo. survey.

1. Info. (Offered for sale in 1955)

Album 43.

DE SOTO

Steel steam schooner.

1. In Tongass Narrows; War paint. (Album 28)

XXX

DESPATCH

Album 17.

Album 22

Old Wooden Steam Sch.

Album 2.

Album 25

Later. "Adm. Rodman"

1. Port broad, stern aground, wheel out, in Naket Bay.
2. Port broad, in stream; Ketchikan Hbr. VG
3. Port broad, in stream; Ketchikan Hbr.
4. Same as (1.) above--Post card size.

D.A.Disp. 4/7/1915 pp.4; Commanded by Capt. Simon Braun  
she arr. Juneau at 17:00 Apr. 6, 1915 on her first trip.  
Empire: 2/5/1919 pp.5 Str. "Despatch" of the Seattle S.S.C  
sold to P.S.S.Co. and will be renamed "Adm. Rodman" and  
placed back on Alaska run in their service. The Seattle  
S.E.Co. went out of business--Empire: 2/4/1919 pp.7/



# DESPATCH

Pacific Coast Wooden Steam Schooners

Lyman

698 tons; built 1899 by H.D. Bendixsen at Fairhaven, Calif. for W.A. Mitchell, S.F.

Carried 650-M ft. lumber and had 400 h.p. compound steam engine from Fulton Works.

Acquired in 1903 by the Calif. & Ore. Coast S.S. Co. and in 1907 passed to the Pacific Lmbr. Trans. Co.

In 1914 she was sold to the Border Line Trans. Co. of Puget Sound who added a shelter deck, thereby increasing her tonnage to 1101 tons.

In 1919 she became the "Admiral Rodman" of the Pacific S.S. Co. who owned her until 1936 when she dropped from the registry.

DESPATCH

Old American ship

1.

Story and history by Bob DeArmond Book 37; page 63

XXX  
Album 19.

DESTROYERS

U.S. Destroyers.

Album 25

1. Six different views of the seven destroyers that were wrecked on the California Coast in a fog while travelling in formation. Identifiable numbers are: 309; 310; 311; 296.
2. A post card same as one in group above.
3. ERNEST G. SMALL. Lost her bow. Picts. Book 40;p 57
4. VG. picts. and story. S&S Fall 1958 pp 26.
5. See VG. picts. and story "ARGOSY" May 1961 (I tore this out and filed it under DESTROYERS in Lg. G.S.File.



Wreck story Book 36 Page 77

Good story in ~~envelope/file/No./1/~~ NOTE BOOK No. 24.

Wrecked on Pt. Honda, Calif. Names are:

"Delphy"

"Young"

"Fuller"

"Woodbury"

"Nichola"

"S.P.Lee"

"Chauncey"

Emp. 9/10/1923 Seven U.S. Destroyers pile up on Calif.  
Coast-----

Emp. 9/26/1925/6 Only one bid \$1635. for the hulks of the  
seven wrecked destroyers as is whereis, received from  
Robert J. Smith of Long Beach, Calif.



DESTROYERS

U.S.S. 445, etc.

1. At Juneau 1957

(PCA-10)

Album 28

DESTROYER ESCORT

U.S. Navy vessel

1. Post card of any.

DETROIT

No. 157264

Small str. around

Juneau 1897

1. No pict.

ALASKA MINING RECORD 9/15/97 says she broke a crank pin just after leaving Dyea last Sat. Sept. 11. and had to go back to that port for repairs.

11/30/98 paper says the local str. "Detroit" was wrecked during a snow-storm on the North end of Shelter Island Her passengers and crew were all safe on shore. Purser Bush and several other crewmen rowed to the North end of Douglas Island and walked the beach to opp. Juneau and came over in a canoe. The "Alert" went out to pick up the others. Her Capt. a man named Latham is the same man who was fired from the tug "J.M.Coleman" for refusing to attempt assistance to the ill-fated "Clara Nevada" last Mar. There were 23 pass. on board. She hit at 02:00 Nov. 25, 1898

6/8/98 paper says she was replacing the "Pillgrim" on the Lynn Canal run while the latter was undergoing engine repairs in Juneau.  
Built 1889 at Detroit, Wn. 109 gross; 74 net; 110 N.H.P.  
81' x 15.3' x 6.9'

PCA ⑥

DEWDROP

Small Fire-boat (Navy)

- ①. Port broad, behind finger floats, Juneau.



DEWEY

Yukon River str.

1. No picts.

Old ALASKA MINING RECORDS show her on the River in 1900

DHARMA

PHP. 1.

Three-masted sailing  
whaler.

1. Port bow, at lumber dock. (Porthole)

Info. Book 36 Page 38

DIAMOND

Yukon Rivers str.

1. No picts.



See "Dusty Diamond"

DIAMOND CEMENT

No 220007

Album 12.

Diamond Cement Co  
Large freighter.

PHP. 1.

1. Stbd. broad, still in Seattle waterfront. ATS. VG
2. Note. The vessel with "Diamond Cement" on the side of the hull is really the "Eastern Coast" as marked on the bow. (Porthole)
3. In Tongass Narrows; war paint. (Album 28)

Built in 1919 at Yokohama, Japan for the U.S. Shipping Bd.  
as the "Eastern Coast" 3863 gross; 2390 Net.

345' x 50' x 29' 1500 h.p. 33 men in the crew.

Built by the Yokohama Dock Co. Ltd. Some time after 1925  
she passed to the Pacific Coast Cement Co. in Seattle  
and served them for many years hauling approximately 6400  
tons of lime rock south from View Cove, Alaska to Seattle  
each trip. Capt. Einar Thomsen commanded her for the  
P.C.Co.

Name changed in 1951 to "Permanente Cement" see card  
on latter.

More info. Book 36 Pages 13--47

Sold to Italian interests in May 1952 and had ex-  
pected to depart from the Sound about mid-May.

M.D. May 3, 1952

DIAMOND HEAD

Album 12.

Diamond Cement Co.  
Large freighter.

1. Stbd. broad, slow, Seattle waterfront. "M" on stack.

Ex "Eastern Leader"

See info. in 1947 DIARY Page Jan.6



Gen. Petroleum Co.  
storage barge. Sail.

PICT. BOOK 32 pp 55

1. Stbd. quarter reduced to oil barge; at pier. (Mag. cut)

Rough trip. BOOK 44; pp 47

Ex "~~Wasservogel~~"

2. Port bow, view of burning. (Mag. cut) Book #34 p.17

3. Stbd. broad at anchor 1870. V.G. (Mag. cut)

④. Fairly good pict. (Ex "Lady Gainsborough")

Under Capt. Alex. McPhail. She was auctioned on the reef for \$1825. After lightering cargo her new owners refloated her Oct. 4, 1896 and sold her to Allen & Robinson for \$5000. Renamed the bark "Diamond Head" in 1897 under Hawaiian registry. Sailed to North Pacific ports until 1910, then converted to a towing barge in N. Pac. waters. About 1913 she became an oil storage hulk for the general Petroleum Co. and remained in that capacity until being scrapped. D.A. Disp. 2/13/1911 says she was to have wireless. Will go to Mud Cove, Alaska to be a mother ship for smaller whalers operating near by.

Additional: Reputed in story to be the first iron ship built and during her launching it is said that large crowds in London turned out to watch her sink as it was generally believed that Iron would not float. She was pictured later as a convict ship to Van Diemen's Land, a treasure ship, a pirate, a clipper---having beaten all records for speed, a ghost-ridden ship haunted by the cries of convicts in chains, of having consorted with Rajahs and Princes, and etc.. Most of this is not true says Capt P.A.Mc. Donald in M.D. Dec. 2, 1950.----He says first iron ship was the "Ironsides" a 450 tons vessel built in Liverpool, Eng. in 1838. Could not have been a prison ship as the practice of transporting prisoners ceased in 1847 to Aus. and to Tasmania (Van Diemens's Land) in 1853 Other claims of her career were discredited. She did however have on claim and that was the fact that she sailed 85 years under sail. She stranded on a reef off Diamond Head Aug. 29, 1896 while enroute from Westport, New Zealand to S.F. She was attempting to make Honolulu for supplies

OVER

See story in large card file.

DIAMOND HEAD

Sail--oil barge.

1. Pict. (Maritime Memories) M.D. See page 35 in Note  
Book 119-A



1. Stbd. broad, at A.T.S dock. Juneau, Sept. 1946.
2. Two picts. of salvage of cargo. (Mag. cuts)
3. Set. of six picts. of her sinking as seen from the  
"Fenn Victory"
4. Set of two of the "Fenn Victory" deck scenes, at  
sinking of "Diamond Knot"
5. See VG. account of sinking (NOTE BOOK No. 27; pp 116)

More info. on salvage. Book 37; page 23

Story of sinking. Book 30. Page 17

Collided with the "Fenn Victory" in the early morning darkness of Aug. 13, 1947 about 3 miles off Race Point in the Straits of Juan de Fuca. There was an early morning fog prevailing. The Victory ship cut into her side about 14' on the stbd. between No. 1 and No. 2 holds. The tug "Salvage Chieftian" answered their distress calls and cut the two ships free with burning equipment since the Victory ships bow was tangled with the heavy cross-tree and main-mast shrouds of the Knot-ship. The tugs "Matilda Foss" & "Foss 21" began to tow her stern first into Crescent Bay. At 08:55 she rolled over on her side and sank about a half mile from shore in 135' of water. Adverse tides prevented them getting her in sooner. Fireman's Fund Ins. Co. paid claims of \$982,258.55 to one cargo owner; \$2,053,365.68 on another claim; \$369,767.10 to another cargo owner; \$16,000. for a small boat ("Ruth B") lashed on deck, and \$12,000 to crewmen for personal effects.

M.D. Dec. 2, 1950

338' Long with 21' draft.

3812 Gross tons



Album 26

DIANA

Old screw steam sail.

From Lewis & Dryden

1. Port broad, pennants flying. (620 neg.)

# DIANA

Pacific Sealing Ships

Canadian schooner

50 tons; O.N. 94811. 65.2'x19.9' x 7.1' Built at Victoria in 1889. First listed with the fleet in 1894 when she was owned by G. Collins with Capt. A. Nelson as Master. Carried a crew of 19 whites including 5 hunters and took 1961 skins on the Japan Coast and 433 on the Copper Island grounds. She continued sealing at least as late as 1898 taking 327 skins that year.

# DIANA

Pacific Sealing Ships

American schooner

150 tons: Snow, in writing of the year 1881 says:  
 "Some people from the American schooner "Diana", attempted to land near one of the rookeries on Cooper Island, but were fired upon by the natives. Several Jap sailors were killed and other Japs and 2 European hunters badly wounded. The vessel ran to Petropaulsky to get the wounded attended to. The Russian officials confiscated some 500 skins, which they claimed had been taken in Russian waters but did not take her 91 otter skins," in his list of vessels operating out of Yokohama, Snow lists, "Diana" sunk by Russian steamer in Okhotsk Sea in 1904.

DIDO

Pacific Sealing Ships

Unknown schooner

The only reference found in Snow's book reports:  
On April 24, 1879 we found the remains of the sealing  
schooner "Dido" on the beach at Shikotan Island. One man  
had died of exposure but the rest had made shore safely.



PHP ②

DIEMERDYK

New Dutch Steamship

- ①. Port broad, slow at sea. (Porthole)



First vessel to be completed in a Netherlands yard for the Holland-America Line since War II. Commissioned in '50 498' over-all and driven by a General Electric turbine developing 8500 h.p. which pushes her along at  $16\frac{1}{2}$  knots.

11,195 tons and carries 61 passengers. Has 555,000 cu. ft. of hold space (139,000 refrigerated)

DINTELDYK

New Dutch M.S.  
(1957)

1. VG. Porthole pict.

of Schiedam, Netherlands. Keel laid Aug. 3, 1955 and delivered to Holland-American Line Feb. 27, 1957. Capt. Wiebe J. Dijk, who joined the Co. in 1920 as an apprentice, is master on her.

Latest addition to Holland-American Lines North Pac. fleet. 11,366 gross-tons arr. Portland Apr. 12, 1957 on her maiden trip. Holland-American Line has been in joint service to Pac. N.W. with Royal Mail Lines, Ltd.

She joins their fleet vessels in this trade--"Dalerdyk" "Diemerdyk", "Dongdyk" and "Duiwendyk"

She is 2nd. vessel of the name---the 1st one being commissioned in 1922 which was a war casualty in 1940 during the invasion of the Lowlands. She was at Rotterdam, fired and sunk to become a total loss.

The first vessel of the Co. to come to the N.W. was the "Eemdyk" in Sept. 1920/ Their fleet grew to the first "Dintel dyk", the "Damsterdyk", "Delftdyk" and ~~"Delftdyk"~~. "Drecht dyk". The "Delftdyk" and "Damsterdyk" survived the war (War II) and after being repaired and refitted, were renamed "Dongdyk" and "Dalerdyk" respectively.

Power is a Pametrada cross-compound high-pressure turbine engine, with double-reduction gear. Steam furnished by two Foster-Wheeler boilers, with atomizer and super-heater. Outlet steam temp. is 800 degrees F. and pressure is 570 lbs. per sq. in. Oil burners & steam-warmed air heaters. Single screw; 504'; 16 knots; built by Wilton-Fyenoord Co.

DIO

Pacific Coast Steel Steam Schooners

Lyman.

4823 tons; built 1919 for U.S. Shipping Board at  
Downey Shipbuilding Co. Arlington, N.Y.

386.8' x 52.2' x 27.4' 3000 h.p. triple exp. eng.  
Carried 7815 deadweight. Had a history similiar to her  
four sisters:

Passed to Swayne & Hoyt around 1930 and renamed  
"Point Caleta" and then passed to Alcoa Line and renamed  
"Alcoa Cadet"



DIONYSSIOS STATHATOS

PHP. ①.

Greek steamship

①. Port bow, still in stream. (Porthole)



## DIRECTOR

Pacific Sealing Ships

Canadian schooner

87 tons; built in Lunenburg, Nova Scotia 1890:

75' x 23.5' x 9' O.D. 96826. Sailed from Halifax, N.S. Dec. 20, 1894 in command of Capt. Fred W Gilbert, with a crew of 25 bound for the Asiatic side of the Pacific. Ran from there to the Faulkland Ids. in 48 days, putting in there for water. When off the southern end of the Fahlklands, several groups of fur seals were seen and 36 days were spent in sealing there, as well as off the east and west ends of Staten Island. When bad weather forced them to suspend operations, they had taken 620 skins. She reached Victoria on May 21, 1895 and fitted out for the Aug. and Sept. season in Bering Sea, where 688 skins were secured. She continued sealing through 1898, but took only 30 skins in the latter year.

Album ②

DIRIGO

157502

No. 157509

Gold Rush

- ① Stbd. broad, slow by Seattle docks. High stack VG  
② Port as Passenger vessel. Broad, At Skagway, in stream; winter. VG

Skagway News 4/22/99 paper says the "Dirigo" was in a shipyard at Seattle where it was found she was very badly damaged from an encounter with a rock in ~~the Narrows~~ recently. Damages will run over \$30,000. New keel--the old one is completely gone, new garboard strakes, etc. 12/11/1900 she had a bad fire in her forecastle while laying at her berth in Seattle. Considerable fire and water damage but she still made her schedule. She hit on Midway Island at 02:00 Mar. 9, 1899 during a snow-storm. Was on rocks 46 hours before being refloated and was towed to Juneau Mar. 12, by the Str. "Teas" Capt. Roberts: Pilot, Nichols: Mate, May: Chief Eng. Leut: Purser, LaFarge and 100 passengers.

Early days of A. S. S. Co.

See Red Scrap Book No. 1. Page 2

A.D. Dispatch May, 14, 1914: She had broken a low pressure crank shaft off Cape Omany in lower Chatham Str. and had drifted many hours before being picked up by the S.S. "Cordova" of the A.S.S.Co. and towed to Juneau. Had had previous trouble on this trip when she ran ashore on Whidby Island May, 4, 1914. Was ashore 6 hrs before being refloated and towed to Seattle. Found unhurt and allowed to proceed north. Commanded by Capt. Wm. Jensen.

Built 1898 at Hoquiam, Wn. 843 gross; 592 net;  
165' x 35' x 13.5' 25 Crew; 600 h.p.

Blue Book 1911 says she was 635 gross; 393 net (Could have been built up---shelter deck added etc.)

Nov. 16, 1914.  
She foundered about 40 miles East of Cape St. Elias, Alas.  
There were 15 persons on board and none lost.  
4/20/98 paper says she left Skagway for Cooper River ports  
Had condenser troubles and put into Juneau. In berthing  
she tried to come alongside the str. "Gzartina" at Peoples  
wharf when her engine room signals got crossed. Rammmed the  
latter and holed her side badly. "Gzartina" had to make a  
lively run for the Douglas beach.



She ran on the rocks in McHenry Inlet about July, 15, 1901 and sustained some damage. Was able to proceed south unassisted though.

On June 27, 1902 she lost a large part of her keel on the 'middle-ground' at Nanaimo, B.C. Refloated and went on dry-dock at Victoria, B.C.

More info. Book 36 Page 2  
HISTORY BOOK 35; Page 12

Jan. 16, 1906 A.S.S.Co. str. "Dirigo", lumber laden, Olympia to S.F. ran into a bad storm and was all but wrecked. Her crew had given her up and she was drifting helplessly when the str. "Shasta" came by. The "Shasta" picked her up and towed her into S.F.

Hit rocks at Five Finger Id. in Nov. 1900 Badly damaged--  
\$35,000.  
Capt. Chas. McGregor ex Pilot on the "Dolphin" went Master  
on the "Dirigo" 9/22/1901

Arr. Seattle 9/19/1901 towing the "Cutch"

12/17/1901 she damaged her rudder about 60 miles above Nanaimo B.C. on 14th. and had to go back to Vancouver. B.C. for repairs.

S.R.J. 4/22/'99 says She hit in Wrangell Narrows 'recently and repairs will run to over a third of her total value. (Probably refers to her crack up on Midway Id.) She was towed to Seattle by the Tug "Pioneer" which arr. Juneau 3/22/99 and had to wait for some law suits to be settled. D.A.Disp. 2/8/1907 says she was disabled about 400 miles out of Seattle with boiler troubles and was picked up and towed to " " by the "Dolphin" arriving\*here ~~to day~~. last night. (At Seattle that is)

D.A.Disp. 4/17/1914 Says she replaced the "Dora" on the Westward run.

D.A.Disp. 5/5/1914 She ran ashore last night on Whidby Id. and was refloated today, undamaged.

D.A.Disp. 5/14/1914 she brok her low-pressure crank shaft on Mon. morning off Cape Maney and drifted around for several hours until picked up Mon. morning by the "Cordova" Capt. Tommy Moore. Towed to Juneau and to go on South.



(3)

DIRIGO

Gold Rush str.

Capt. Wm. Jensen was in command when she broke crank off Cape Omaney 5/14/1914.

D.A.Disp. 11/13/1914 She is being towed from Seward to Seattle by the A.S.S.Co. str. "Cordova"

D.A.Disp. 11/18/1914 "Dirigo" is reported to have foundered on Nov.16th, about 100 miles off Cape Spencer while being towed South by the Str. "Cordova" She was loaded with copper ore. Her crew of 12 men were all safely picked up by the "Cordova"

D.A.Disp. 11/8/1914 Str. "Dora" is to go back on her old run and the "Dirigo" is to come to Seattle and have oil-burners installed.

D.A.Disp. 6/30/1902 pp-3; "Dirigo" reported aground in Gulf of Georgia.

D.A.Disp. 7/6/1902 pp4; "Dirigo" hit on the 'whaleback' reefs in Nanaimo Hbr., B.C. while leaving that port on June 27th at 17:00 Capt McGregor and pilot Geo Livingston; Passed on wrong side of a red bouy---??? Returned to Seattle to ascertain extent of damages.

# DISCOVERER

Berger's mailboat

10/19/1928/6 "Discoverer" 5 days overdue at Seward from her run. Storm raging. Fears felt. Capt Heinie Berger

10/20/1928/6 M.V. "Discoverer" towed in ~~with~~ a broken tail shaft by the "Northwestern No. 2" She hit the buoy between Pearl Island and the mainland in heavy tide-rips. Several of her crew rowed to the island and got the fox farmers with their small power dories to tow her to the comparative safety of Portlock Hbr.

4/8/1929/8 The M.S. "Discoverer", Capt. H. Berger, wrecked in storm at 01:30 on Sun the 7th of Apr. and may become a total loss! 50 pass. and crew left in lifeboats and none were lost.

4/20/1929/6 Word of the wreck of the "Discoverer" on Pt. Gore on Apr. 5th last was received here today.. Capt. H. Berger. Hit 16 miles S.E. of Pt. Gore in heavy snow storm at 01:30 on night of April 5th. Sunk to her decks at 03:00 and pass and crew took to life-boats and were picked up 14 miles from the wreck by the fishing boat "Wyoming" AND taken to Portlock Hbr. then from

there to Seldovia on the "Paradise"

2/27/1933/6 (Obviously there were two vessels of that name!) H. Berger's new M.V. "Discoverer" was launched today by Berg Shipbuilding Co. in Seattle and will soon be placed on the Seward ~~Mail~~ runs.

3/29/1933/6 "Discoverer" arrives in Juneau---built in only 56 days!

4/2/1934/6 "Discoverer" ran aground at Klekane Inlet, B.C. enroute from Seattle. Arr. Ketchikan 10 days behind, and will repair her badly damaged propeller there.

11/25/1936 2nd Mate Barney Smith, 40 of the "Discoverer" swept off the decks of the vessel in gale off Pt. Gore. Capt. H. Berger says worst storm in his memory.

11/22/1938 Capt. 'Hardluck' Hanson, arr. J. southbound.

1/20/1939 MS "Discoverer" sends distress call from 15 mi. West of Tonki Cape on Kodiak Island today. Has 8 men on board. Unable to steer or manage her in seas and snow, and gale. C.G. "John C. Spencer" is 300 miles away off Cape Hinchinbrook and is speeding to assist her.



## DISCOVERER

Album 5  
Album 7  
Book 29

As Coast and Geo. Sur.  
and U.S. Navy tug

1. Stbd. broad at Westlake Engineering Works dock. G.
2. Port, broad, still in Seattle Hbr. as Navy tug. VG
3. Port near broad, speed. (Magazine cut) Good.

Formerly the U.S.S. "Auk" built 1918 at New York, N.Y.  
1000 tons displacement 723 gross; 180 x 35.5 x 12.5  
1400 h.p. steam 12 officers 57 men. speed 14 knots.

Mar. 1947 PMB. says: Recently de-commissioned at the  
Puget Sd. Navy Yard, Bremerton and taken over by the Navy  
Salvage Officer Capt. Loring F Hude, Capt "Vince Miller,  
and a very efficient salvage crew have been scattered to  
the four winds.

Info. Book 36 Page 52



P.C.A. 5.

DISCOVERER

Album 12.

Heinie Berger's  
Mail and Pass.

Book 29

PCA--6.

1. Stbd. broad, speed, reprint from B.M.B. G
2. Stbd. broad, at Petersburg cannery dock 8/1948
3. Stbd. broad, speed, (same as 1.) (Mag. cut)
4. Port near broad, leaving Newtown float, Ketchikan.
5. Bow view at Ketch. dock. (PCA--7)

Built 1914 at Seabeck, Wash. (Check this)

Dimensions. 76'

Powered with 200 h.p. Washington diesel.

Info. Book 36 Pages 26-79

Emp. 4/25/1927/6 "Discoverer" arr. Juneau. She was previously used on the Seattle to Hood Canal ports mail run and was recently sold to Henry Berger who is taking her to Seward for use on the Seward--Cooks Inlet mail run. Capt. Al Walton and pilot Mel Adams are taking her North.

Album 2.

Gold Rush.

1.

std. broad close. crowd on top of house; still.  
in stream. White star on stack. 'Townsend' on stern.

ALASKA MINING RECORD Dec. 15, 1903: Says a native who  
rowed from Cross Sd. to Sitka reported sighting a big black  
and white painted steamboat wrecked near Cross Sd. It was  
believed to be the "Discovery" reported missing--many days  
overdue from Yakutat.  
Blue Book shows her as built at Bandon, Ore. 1890  
COUNCIL CITY NEWS Mar. 12, 1904 says she had run into a  
storm in Unimak Pass and took a bad beating. She managed  
to reach Unga, where all passengers left her. From there  
she headed south with just her crew and 4 workaways. Never  
reported. That was in later fall 1903. About the time she  
disappeared wreckage was found on and near Kayak Island,  
some of it bearing her name, giving rise to the belief that  
she met her fate in that area.



Built 1889 at Port Townsend, Wash. 209 gross;  
111 net. 110.9' x 19.5' x 8.9'

Originally a tug out of Port Townsend. Lengthened  
20 ft. in 1899 to the above dimensions by the White Star  
S.S. Co. for use out of Nome, Alaska. Came south each  
winter. In 1902 she succeeded the "R.P. Elmore" on the  
Nome-Golovin Bay route. Lost with all hands and without  
definite trace in Nov. 1903 somewhere below Yakutat, Alas.  
on her trip south.

A.D. Dispatch, Aug. 31, 1912 says loss of "Discovery" made  
known today by G.S. Weaver who claims to be sole survivor.  
He says she hit an ice-berg in Bering Sea in fall of 1903  
with 76 on board. He was rescued by natives and lived with  
them 10 months in bad condition. Finally made his way  
south and never bothered to mention disaster before as he  
did not know that none had been saved and believed that ev-  
eryone knew what had happened to her. He was 75 yrs. old  
in 1912. Shiping men connected with the vessel give full  
credence to his story. Weaver was owner of halibut boat  
which was rammed and sunk last week in Aug. 1912 by British  
steamer "Ikalis" on Puget Sound.



More info. DAILY ALASKAN (Skagway) 11/20/'03

Feared lost. A life-raft bearing her name was sighted by the "Excelsior" near Kayak Island. Has not been seen in 22 days. Last Sighted Oct. 28, 1903 off Yakutat Bay by the Steamer "Bertha" Believed to have 31 pass. and a crew of 14 men. Capt. McGrath in command. Also on board was Capt. M.R. Walters one of her owners and Ed Nord, 1st. Off. who is a brother to Capt. Nord of the "Farallon"

On Dec. 19, 1903 an article appeared in same paper stating that a reliable Cross Sound Indian reported a large steamer wrecked near Cross Sound. The Rev. Cutter "Rush" went out to investigate. Some time later however, more wreckage bearing the name of the missing vessel was sighted near Kayak Island. More wreckage from her was found on Middleton Island Apr. 29, 1904

HISTORY BOOK 35 Page 18

She was in Wrangell 7/13/'98 commanded by a Capt. Grant.

Had been frozen in ice at Teller winter 1900-01 and on May 24, 1901 Capt. Storey was attempting to launch her.

11/1/1901 she was to go on a 30-day round trip mail run to Dutch Hbr. from Juneau. Operators were Sol Simpson and J.M.E. Atkinson.

F.W. NEWS 6/15/'98 Arr. Wrangell with 60 pass. Capt. Grant commanding. Going North via Skagway.

D.A. Disp. 11/5/1901 Capt. Frank White of the "D" is here.

D.A. Disp. 11/9/1901 Under Capt. F.M. White and Eng. Pat Guard, she is to carry mail from Juneau to Dutch Hbr. and way ports from Nov. 1st 1901 to Apr. 1, 1902.

D.A. Disp. 11/30/1901 The Str. "Discovery" is being operated on the mail run by the Simpson Logging Co.

D.A. Disp. 8/5/1904 Wreck of "Discovery" found---hull buried in sand on Middleton Id. Name easily made out. Found by prospectors....

NEWSLETTER 91 May 1957--correction to Mar. NW. line 18. Line read S.E. Lewis instead of S.E. Pierce, part owner of the steamer. (??? I find the opposite)

DISCOVERY

Book (29)

Famous Antarctic  
ship. (Scott's)

- (1) Stbd. broad, at anchor. (Magazine cut)



Empire July, Aug. 1929 says "Discovery" under Capt. Davis and with Sir Douglas Mawson are going on an Antarctic expedition end of 1929. They are to study air 30 miles up. The vessel was formerly a revenue cutter.



Vancouver's ship

1. Port quarter sketch. Porthole Pict.  
Drawing modeled from an original sketch made by  
a crew member---the only one in existence.

Lieut Peter Puget in a longboat from Capt. Vancouver's ship "Discovery" was the first man to explore Puget Sound with a party of men in May and June 1792

Puget and Mr. Whidby made extensive trips around the Sound. When Vancouver entered the waters of Puget Sd. in 1892 he was joined by a smaller ship the "Chatham" in command of Lieut Wm. Robt. Broughton and together the two crews made charts etc.

The "Discovery" was a beamy wooden vessel of 340 tons and carried 100 men and the "Chatham" was a brig-rigged vessel of 135 tons and carried 45 men.

In a lonely churchyard in Petersham, England lie the remains of Capt. George Vancouver and on his grave is a short epitaph reading "Died in the year 1798 at the age of 40" nothing more.

D.A.Disp. 10/19/1916 pp.2 The first account of a marine accident in Pacific Coast Inland waters was the story of the "Discovery" striking an unknown rock in Queen Charlotte Sound in Aug. 1772.

DISPATCH

No. 157189  
Small old steamer  
Juneau---1890

1. No picts.

JCMR 4/19/1888 p 5... str. "Dispatch" owned by Geo T. Myers,  
sold in Seattle to Juneau parties for \$4000. (cost US\$C)  
\$75,000. to \$80,000 to build) Geo. T. Myers Co. bought  
her last year for \$7000. and had only used her as a "sign  
for his P. Sd. business. In 1879 she was taken over the  
Cascades and Celilo rapids and to Lake Chelan. After the  
port was abandoned she was sent back to Fort Vancouver.  
Lengthened 10' in 1885 and refitted by the Military.

R.R. Lowe and Jeff Talbot canoed to Juneau. Took 11 hard  
days. The others removed the engine and equipment from  
the stranded steamer. The logs broke loose and scattered  
along the shores---a lot of hard labor lost.

JUNEAU CITY MINING RECORD 1/11/11

Feb. 20, 1890



Built 1877 at Portland, Ore. 20.54 gross; 10.27 net;  
60.2' x 10.5' x 4.4' 35 h.p. steam Originally built for  
the U.S.Qtr. Master Dept. at a cost of \$80,000. In 1879  
she was taken over the Cascade and Celilo rapids in pieces  
and re-assembled and lengthened at Fort Vancouver in 1885  
(10' more) When no more money was appropriated to run her  
she was sold to Geo. T. Myers for \$1700. He never used  
her and later sold her to Messers Gibson, Pierce and Martin  
for \$4000. They took her to Alaska and arrived in Juneau  
Mar. 28, 1888. For a while she was on the Douglas Island  
run then Mr. Pierce became her sole owner. In Dec. 1889  
Capt. P. Pierce with Mate R.R. Lowe and Eng. Ed. Thornton  
took her to Seymour Canal to tow logs from the camp of  
Talbot, McLeod and Lee. They had about 90,000 ft. logged  
and rafted to tow to Juneau and on Jan. 21, 1890 a strong  
wind came up from the Northwest and increased on the morn  
of the 22nd to gale force. The little steamer dragged her  
anchors and blew ashore before steam could be raised at  
05:00 in the morning. She soon punched a hole in herself  
and filled with water. Her crew had to wait until the  
tide dropped then walk ashore over the rocks and about a  
mile back to the Deer Shot Logging camp. After the blow



## DISPATCH

Album 5.

P.C. Album 2.

Small steel A. tanker.

Album 23.

1. Stbd. broad, speed, near Magnolia Bluff. VG
2. Taken from wheelhouse, seas breaking over decks.
3. Stbd. broad, loaded, passing Green Rocks, W. Narrows

Info. Book 36 Page 6  
On rocks----Book 30; Page 59

More info. Book 35; Page 29  
Nearly cut in two 3/19/1956 by Nor. frt. "Holtheim" off  
Van. B.C. (Book 39---pp. 55 & 56) Picts. too.  
Repair cost less than estimates. (Book 39; pp. 62)

1. Port broad, speed; (Mag. cut)
2. Pict. of Walter McCray in diving suit without helmet  
(Mag. cut)

Young McCray continues on with the business his dad started in 1900. His father was killed while diving near Aberdeen, Wn. in 1934.

In 1951 McCray purchased the Gilbert Piledriving Co. and all its equipment and will operate now under the name of the McCray Marine Construction Co.



Book 31

DIVIDEND

Album 9.

Album 23.

(Diesel tug)

1. Stbd. broad, slow, on Puget Sound. VG
2. Assisting "Defiance" with "Donna Lane" in Lake Union.
3. Sunk in Bellingham bay. Upper cabin showing only.  
Snow and ice.

Album #3.

DIX

No. 200876

Sm. Sd. Pass Ferry

1. Stbd. bow, coming into dock slow, all white. G.  
2/ More on collision (Book 44; pp. 48)

versed his engines but it was too late---the jib-boom of the "Jeanie" heeled the "Dix" over on her side. She righted herself slowly then sank stern first in 600' of water.... On board was a total of 77 persons--most of them from Port Blakely. 39 including women and kids lost their lives--38 were saved by the "Jeanie" and eventually taken to the Virginia St. dock. Only one of the bodies was ever recovered. Exact time was 19:24 Nov 18, 1906. M.D. 12/16/50  
Two Fillipinos swam all the way from the "Dix" to Seattle about 7 miles---they saw the lights and just swam until they got there, they said. Fairbanks Weekly Times 11/19/06 Complete list of pass and story p.4 " " 11/24/06

Built 1904 at Tacoma, Wn. 130 gross; 88 net. 6 crew.  
102.5' x 20.5' x 7.5'  
Rammed and sunk off Alki Point in Nov. 1906 by the  
S.S. "Jeanie" with a loss of 45 lives.

M.D. 12/3/49

DISPATCH Jan. 11, 1910 says she collided with S.S.  
"Keenenaw" off Cape Flattery in storm 'years ago' with  
loss of 67 lives.?????

Blue Book 1906 lists her as Rammed and sunk Nov. 18,  
1906 by the Str. "Jeannie" off Alki Point. 45 persons  
were lost out of 76 on board.

OVER

She was on the Seattle-Port Blakely run and had left  
the old Flyer Dock under command of Capt. Parker A. Lermund  
Chas. Dennison was Mate, and was at the wheel. She was head-  
ing for Port Blakely. The night was clear and the day calm.  
Capt. Lermund was collecting fares (Skippers on small str.  
of the day acted as pursers.) The Alaska Str. "Jeanie"  
loaded with ore and enroute from Smith Cove to Tacoma under  
command of Capt. P.H. Mason was travelling on course. She  
slowed down and signalled the "Dix" to pass across her bow.  
Mate Dennison made a fatal blunder and put his wheel hard  
stbd. Instead of port---Capt. Mason saw the error and re-



DIX

Old U.S.A.T.



This vessel is not to be confused with the little  
P. Sd. str. of the same name.

This one was lost 4/28/1903 with Capt. Hopkins and  
all hands near Yokohama, Japan

DIXIE

Pelican troller

Fred Wetcher

1. Gold mag. cut in Aug 1950 ALASKA SPORTSMAN

DIXON

P.C. Album 1.

Juneau halibut.

P.C.A. 6.

1. Stbd. broad below DuPont, close in. Tay's funeral.
2. Port broad boat hbr. 9/29/'48 with "Monaghan"
3. Another of Tay's funeral. (PCA-10)

D. M. CLEMSON

No. 157703

Lg. Gt. Lakes str.

1. No pict.



Built 1903 at West Superior, Wis. 5531 gross; 3991 net;  
468' x 52' x 28' Pass. 24 crew; 1800 h.p.  
Left Lorrain, Ohio Nov. 28, 1908 for Duluth, Minn. and  
was last seen near Whitefish Point, Mich. Dec. 1. 1908  
All 24 on board perished.

## DOCHET

~~Pacific Coast Steel Steam Schooners~~

Lyman

4886 tons; built 1919 for U.S. Shipping Board by  
Downey S.B. Corp. Arlington, N.Y. Carried 7815 deadweight.  
386.8' x 52.2' x 27.4' 3000 h.p. triple-exp. steam.

1930 to Swayne & Hoyt as the "Point Salinas"

1939 to Alcoa S.S. Line as the "Alcoa Scout"

XXX

DODE

No. 81534

Album 3.

Small old Pass str.

Album 20

1. Port bow, close, speed. Passengers quaintly dressed
2. Port bow, port list sunk near shore on Marrowstone Point July, 20, 1910. Album ~~18~~.
3. Stbd. side high. taken from port bow; two lifeboats near bow; man in skiff and Marrowstone Pt. on left. Album 18.
4. Pict. and story in ALASKA SPORTSMAN Oct. 1954;
5. Pict. of her sunk " " " " pp. 9, Oct. '54

Built 1896 at Hoquiam, Wn. (Rebuilt from the schooner "William J. Bryant" In 1899 Capt. Troutman dissappeared mysteriously from her and she went through Marshall's sale. Stranded July 20, 1910 on Marrowstone Pt. and abandoned. Her engine went to the tug "Forest T. Crosby"

215 gross; 135 net; 98.8' x 21.6' x 7.9' 12 crew  
Had 135 h.p. steam. There was 18 people on her when she stranded.

Very good account of her during the Gold Rush as the sch. "Wm. J. Bryant" pp. 6, Oct. 1954 Alaska Sport-  
sman.



DOLLY C

Album 9.

Book 33.

Puget Sound T&B.  
(Diesel tug.)

1.

Port, broad, speed, Seattle waterfront.

VG

2.

Stbd. broad at pier. New engine (Mag. cut)

Was aground near mouth of Quillaute River Oct. 11, 1923  
at same time "Equator" was sunk there.

Repowered in July 1951 with a new 500 h.p. G.M. diesel  
Previously she had a 240 H.P. F.M. diesel.

PWB. Oct. 1955/ pp.25; Is this last pict taken of her  
before she sunk on Aug. 11, 1955 off West shore of Whidby  
Island., etc.

DOLLY J

W.W.Album 24

Troller

P.C.A. 5

① Charlie Leshers troller fishing outside of Yakobi  
Island summer of 1946

② Port broad in small boat Harbor, Juneau.

3. Travelling/ at sea off Hotkaheen; (PCA--7)

Album 2.

Old Gold Rush Pass.

1. Stbd. broad, still in stream; as 'White Flyer" VG
2. Port, broad, Juneau Hbr. Aug. 19, 1905; colored.  
Post Card Album 1.

8/15/1907 She had crew trouble at Seattle. Fight on board and Mate ordered them to the dock to finish it. Supt. of A.S.S.Co. fired him (women & kids on dock) Crew struck and boat left short-handed; picked up Indians in S.E. Alaska and at Skagway, longshoremen would not work with them. Finally got unloaded and proceeded south. (This was about the time of the strikes on Seattle waterfront)

See "Haling" for races etc.

7/11/1901 Stbd. engine out

Capt. Johnnie O'Brien 5/3/1901

9/22/1901  
Capt. J.C. Hunter succeeded Capt. Geo. Roberts in command.

Early days of A.S.S.Co.

See Red Scrap Book No. 36. Page 2



Dispatch for Dec. 2, 1916 says dicker being made to sell "Dolphin" and "Jefferson" to Great Lakes service to Crosby Transportation Co. (60 crew. 1500 h.p. steam.)

Built 1892 at Wilmington, Del. 824 gross; 498 net; 213' x 32' x 15' as the charter fishing vessel "Al Foster" Came to the Sound in 1898 as the "Dolphin" and went on the S.E. Alaska run for A.S.S.Co. to 1916. Reported sold to Chilean interests in 1925 but listed under Mexican registry

6/2/193 arr. Sitka. Capt. John Wilson--via Killisnoo.

Converted to oil burners by A.S.S.Co. in Oct. 1906  
Arrive in Juneau on her first trip Sept. 10, 1900

shoremenn kept up the beer.  
and left shortly afterwards. Capt. Gupitt and the long-  
charged mail and pass. etc. Capt. McLeod was noncommittal  
"Pr. May" had to the outside of him and both vessels dis-  
sued. He put his seamen ashore and handled his own lines.  
shoremenn would not take his lines and choice language en-  
smaller vessel, manouvered between "May" and dock. Long-  
er. "Alkt" a short time later. Capt. Gupitt of "Al-kt" having  
"Princess May" Capt. McLeod blew whistle at 22:10 and small-  
ing at Juneau. "Dolphin" came in at 21:45 and left at 21:10  
A.D. Dispatch: Wed. Aug. 28, 1912: Day of 'squabble' in dock

~~A.D. Dispatch~~ Doug. Id. News. 4/8/1900 says 'new str. of A.S.S.Co. was to run to Alaska in June. Steel str. twin screws, built 1892 at Wilmington, Del. 225' x 40' triple expansion eng. and carries 150 first class and 200 second class pass. and 600 tons. frt.

D.A.Disp. 2/8/1907 says she towed "Dirigo" see card on --  
D.A.Disp. 6/30/1913 "Dolphin" hit a rock on S.E.end of Pearce Id. near Alert Bay early Sun. morning June, 29th while coming North. Hung tough until high water on the 30th then refloated. Pass. were all put ashore immediately after she hit and for a while during the afternoon of 29th it was feared she would pound to pieces as a squall came up; but she stood the battering for 3 hrs. until the squall subsided. The str. "Princess May" took off her pass.-- 78 in all, mostly tourists. The "Dolphin" hit at 01:24 Sun. Capt. Jock Livingston in command but Pilot Paddy Woods on watch when accident occurred. Capt. McLeod was on the "Pr. May" "Dolphin"---1500 h.p. steam; 60 crew;

D.A.Disp. 12/9/1916 pp.4 "Dolphin" left Seattle on her last trip to Alaska---she and the "Hefferson" have been sold to interests on the Great Lakes and will soon go.

D.A.Disp. 9/10/1900 Str. "Dolphin" of A.S.S.Co., Capt. Johnny O'Brien, arrived in Juneau today on her first trip to the Territory.

D.A.Disp. 10/11/1917 She was reported sold to Chilean interests after her next trip to Alaska. Unconfirmed



4 Book 29

Album 12.

Album 26

DOLPHIN

No. 157183

Old Killisnoo Herring  
Steamer.

Album 13.

Album 23.

1. Port, broad, loading, Mitchell Bay. G
2. Port, broad, at Sound dock as old Foss tug. VG
3. Fishing in company with "Angeles" off a Point in Chatham Straits.
4. Port broad, loading fish, Mitchell Bay. Original picture by V.I. Soboleff. P.C. Album 1.
5. Stbd. broad, distance, with "Angeles" at Dolphin Bay. P.C. Album 1.
6. Same as No. 4. above except it is a (Mag. cut)
7. Port broad; drawing: (From Lewis & Dryden.)  
Have. 620 neg. Also 5 x 7 print.)
8. Have V.G. group of picts. and negs. (Soboleff's)  
See Book 38; pp. 46, 47, 48, 49.



Built 1886 at Astoria, Ore. 149 gross 88 net;  
87.5' x 22.4' x 8.7' (Notice: Blue Books earlier  
list her tonnage as 84 gross; and 60 net;.

~~Pacific Sealing Ships~~~~American sloop.~~

Alexander Allan in 'Hunting the Sea Otter' describes a voyage he made with Capt. H.J. Snow in the schooner "Snowdrop" out of Yokohama in 1875 and writes: "A little sloop called the "Dolphin" ran in and anchored along side of us. She was only 30' long and 9' beam, and had made an adventurous voyage from S.F. to Honolulu and thence to the Japan Coast. Three rough, grizzled old backwoodsmen comprised her crew, and so small was the accommodation on board that, while two slept, the third steered, with one half his body out of the scuttle which answered also for cockpit. They were splendid shots, but did not have the proper equipment for otter hunting. Soon afterwards the "Dolphin" was found bottom up, capsized in a sudden squall, and her three men drowned."

DOLPHIN

~~Pacific Sealing Ships~~

~~American sloop.~~

O.N. 6396. This possibly was the 8-ton sloop owned  
at Port Townsend, Wash. in 1876 and not listed in 1879



~~Pacific Sealing Ships~~~~Canadian Steam Schooner~~

63 gross: 60 net: built at Victoria and launched on  
Mar. 14, 1882. O.N. 83445 77' x 22.7' x 7.5'

Owned by Capt. J.D. Warren of Victoria, she was immediately fitted up for sealing and was commanded by Warren for a number of years. In 1886, she landed 2200 skins from Bering Sea at Victoria. The following year, she was seized in the Bering Sea on July 12 by the Cutter "Rush". Her 618 seal skins were confiscated and the vessel taken to Sitka where she was condemned by the Court and ordered sold. Sold at Marshall's sale at Port Townsend on Mar. 26, 1889 to William Olesn for \$1225.00

Under the American flag, she became the "Louis Olsen" listed as 75 gross: 72 net, and 74.7' x 22.8' x 7.5'. Her steam engine was removed and she made Astoria her home port. Capt Charles Haritwen commanded her for several years on the Japan Coast. In 1894 her skipper was Capt. R.F. Guillams and she sailed from Astoria on Jan. 1, going south of Hawaii to the Bonin Islands and Japan Coast, where she took 1053 seals. Shipped her skins from



Hakodate and sailed across to Unalaska and entered Bering Sea. She took only 84 skins in Bering Sea and landed them at Victoria on Sept. 6. The following year she made a similar voyage, but was seized in Bering Sea by the "Rush" for hunting in a closed zone. What disposition was made of her is not known, but she does not appear to have engaged in sealing after this year.

DOMINATOR

Tuna clipper

1. No picts. (Sister ship to "Lisboa")

Dec. 13, 1949 she capsized off the Galapagos Islands. No lives lost in her 13 man crew. Owned by Al Davies of Tacoma and skippered by Capt. Mike Cusato. Men picked up by clipper "Sun Victoria" Valued over \$300,000 fully insured by Tacoma firm of Hansen and Rowland, Inc.

126' x 27' all steel welded. Capacity of 300 tons.

DOMVILLE

Yukon River steamer

1. No picts.



See "James Domville"

DONALDSON

No. 223030

Book 29

Lomen Bros. trader.

1. Stbd. bread, on beach at Nome. (Magazine cut)

Built 1907 at Valdez, Alaska. as the Qtr. Master Corps  
Gas screw "Lieut. Chas. C. Donaldson"

57-Gross: 47-Net: 65' x 15.6' x 5.9' 60 h.p, gas.  
Owned in 1928 by the Enterprise S.S. Corp. (N.J.) Nome.

**More info. in 1947 DIARY Page Jan. 2**

Emp. 2/2/1923/6 Capt Alex Allen, arctic trader, has purchased the army port tender "Lieut. C.B. Donaldson" at Valdez, and will take out her steam engines and install a new diesel. She will be used in Arctic trading.

Emp. 5/5/1926/6 Enterprise S.S.Co. of Nome, one of Lomen Bros. subsidiarys, recently bought the sch. "Donaldson" from Alexander Allen. They plan to keep her on the Nome-St Michael run.

DONALDSON

Trading vessel.



- Emp. 5/11/1925/2 "Donaldson" Capt. Alex Allen, arr. Juneau
- Emp. 11/11/1927/6 "Donaldson" of the Arctic Trans. Co. a subsidiary of Lomen Bros. and their "Sierra" both had to fight over 10 miles of ice and then a gale coming South to Dutch. "Donaldson" sprung a bad leak and crew had to work pumps to Dutch and repairs.
- Emp. 12/10/1927/7 "Donaldson" reported missing coming from Westward, was sighted broke down in Inian Cove by the "Virginia IV". Broke down off Cape Spencer and was three days trying to beat around the point under sail. Finally made it and was picked up in Cross Sound by a small boat and towed to safety. The "Va. IV" will go back out and tow her in to Juneau, says Capt. Nordness.
- Emp. 12/12/1927/3 "Donaldson" towed in by "Va. IV" today. V.G. acct. of her troublesome trip from Nome, down...
- Emp. 12/29/1927/6 "Donaldson" aground in Graville Channel Pulled off and towed to Buttedale by "Anyox"
- Emp. 1/2/1928/6 In trouble again. Being held for salvage at Van. B.C. by Coastwise S.S. & Barge Co., whose str. "Anyox" pulled her off the beach and towed her here.

1. Bow half at sea. (Mag. cut)
2. Various picts. of both halves being towed etc. (Mag. c)

Stern half of Russian tanker is sup lying power on  
Humboldt Bay, Calif. M.D. 2/23/'52  
Info. Book 36 Page 60.

MORE ON HER IN BOOK 30; Pages 9-40-43-44-49-50-51-58

Serving as power for City of Eureka, Calif. (Book 39; pp. 38)  
2/22/1946 Russ tanker breaks in half near Adak. Crew safe.  
2/23/1946 More on ~~above~~ on Russ tanker "Donbass"

DONCELLA

Album 15.

Small old Sd. ferry.

1.

Stbd. bow, at dock; "Mohawk" astern.

F



1. Port broad at float in Juneau Small boat Hbr.  
(DuPont "Taku" in pict.)
2. VG. Trolling near Pt. Hepburn Aug. '54 (PCA--7)

DONERIC

Canadian frt.

C.P.R. 1906

Arrived Skagway 7/27/1906 towing a barge. Unit of C.P.R.

PHP ③

DONGEDYK

Dutch motorship  
Holland-America  
Line.

①. Port broad, slow. (Porthole)

The 10,942 ton vessel has twin diesels, which together develop 10,000 h.p. or nearly one horse for every gross ton of the ship. This pushes her along at a good cruising speed. When launched first as the "Delftdyk" the hull was constructed to the highest standards in 1929, and was soon to become the flagship of the North Pacific fleet. The 490' vessel now returns to the Pacific N.W. completely rebuilt, on her second 'maiden voyage' this time under the name "Dongedyk" owned by the same company.

M.D. 4/19/'52

Fire---see Page 57 Book 37

M.D. 4/23/55 Arr. Portland from Europe and U.K. in joint service of Royal Mail Lines, Ltd. and Holland-American Line. (One of 4 vessels in joint service--"Duivendyk" "Diemerdyk" and "Dalerdyk. and the 4 British vessels "Loch Gowan", "Loch Garth", Loch Avon", and "Loch Ryan".



P.C.A. 6

DONJAC

No 240078

P.C.A. 4

Charter boat.

Book 29

Jack Burforås

1. Stbd. broad at Northern Commercial float. Juneau.
2. Stbd. broad, speed as C.G. Reserve. (Mag. cut)
3. Port broad at old Ferry Float, Juneau.

Built 1940 in Juneau, Alaska

19 Gross: 13 Net: 37.5' x 12.3' x 5.6'

Had a 143 Chrysler in 1943. Later taken out and replaced with a 100 Packard gas engine.

In 1951 she was traded to the Salvation Army for the "William Booth" ex "Taku" even trade. The "Donjac" was renamed "William Booth" and the "Wm. Booth" again became the "Taku" owned by Jack Burford.

DONNA FOSS

P.C.A. 6

Miki type tug.

Album 27

- 1 Stbd. broad, still, distance, Seattle Hbr.
- 2 Stbd. broad, rolling at sea.
- 3 A/S barge "Foss 250" at Ketch. (PCA--7)
- 4 VG. broad. at Ketch. a/s lumber scow. (PCA--7)

DONNA LANE

Album 4.

ex "Benjamin Guimares"

Album 25

Large Wood St. Sch.

1. Port, bow, in Lake Wn. handled by tug "Triumph" G.
2. Stbd bow at dock as A.T.S. (Benjamin Guimares)
3. Port bow, slow, Seattle as ATS FP 132
4. Being towed by tugs "Defiance" and "Dividend" in  
Lake Union.



2185 tons; completed early in 1920 for the Donna Lane Motorship Co. of Seattle 245.5 x 46.7 x 23.6 Powered with two six cylinder McIntosh & Seymour diesels of 500 h.p. each turning twin screws.

In 1925 she passed to I.C.Jacobsen of Seattle and a couple years later was acquired by the Utopian Fisheries of Seward, Alaska who sold her in 1941 to the Marine Export Co. of N.Y. In April, 1944 she was reported sold to Brazilian owners of Rio de Janeiro.

Built in Houghton, Wn. by the J.H.Price Construction Co.

Info. Book 36; Page 13

Emp. 4/11/1928/6 First freezer ship to operate in Alaska. She left Seattle today for the area around Kodiak Island and in the Pr. Wm. Id. area. Can also freeze about 50 tons of herring a day for bait.

10/6/1941/2 With a crew of 44 men, requests help in gale 120 miles from St. Paul Island (Sat. 10/4) The codfish sch. "C.S.Holmes" is sailing to her aid.

DORA

Yukon River steamer

1. No picts.

Formerly the "Olive May" See card on the latter.  
Owned by Klondyke Corp. Ltd. in 1900 (Adv. 5/31 Skagway)  
Also had the "Ora", "Flora", and "Nora"

XXX

DORA

Album 2.

Book 29.

Album 22.

Gold Rush

1. Port, broad at anchor S.W. Alaska. Bow sprit. G.
2. Stbd. bow, stbd. list, aground near snow covered hills. "Uncle Sam" also aground in same picture. Supposedly wrecked near Queen Charlotte Islands 1931 Album 18.
3. Stbd. broad, sails set, being towed.
4. Port broad, at SW Alaska dock. (Magazine cut)

Dec. 10, 1912 she was reported in a bad way on the beach near the Seward dock where she had blown ashore during a gale that was still lashing the Resurrection Bay area two days later. Capt. McMullen in command and has crew of 13. Several ships standing by with lines on her but it is feared she may become a total loss. (She was eventually refloated and ran for years after this mishap.) Built 1880 at S.F. Wooden hull. 320 gross; 217 net; 112' x 27.2' x 13.2'

MORE INFO. BOOK 37 Page 61

Early days of A.S.S.Co.

See Red Scrap Book No. 36 Page 2.



She was in Juneau, Feb. 1, 1908 for the first time under the Alaska S.S.Co. flag--previously under N.W.S.S.Co. flag.

Empire for Mar. 1, 1919 says the "Dora" will soon be back in Southeastern Alaska waters as a vessel engaged in fishing trade and will have limited passenger accomodations She had recently been purchased by Lars Mikkelson.

HISTORY BOOK 35; Page 11

Used by the Alaska Commercial Co. on Prince Wm. Id. runs until replaced by the Steamer "Starr" about 1920. She was wrecked on Noble Id. B.C. (Queen Charlotte Id.) in 1931. She was in Juneau, July, 1, 1899 in command of Capt. Johanson (Alaska Daily Dispatch) Alaska Daily Dispatch Nov. 11, 1899 says she hit an ice berg near Pt. Adolphus (Icy Str.) and had to be beached near there. Soft patch put on bow, refloated and proceeded to Juneau but stopped by N.W. storm in Lynn Canal and had to put into Funter Bay for several days. Finally made Juneau and was repaired at Treadwell before proceeding westward. Capt. Johansen--passengers helped to ball, etc. She hit Nov. 4, 1899 at 21:00 and was beached that night. Refloated at 10:00 on Nov. 5th. Arrived Juneau late on 6th.

Arr. Sitka 7/7/'94 Capt. J.M.Hays, commanding.

ALASKAN (Sitka) 3/3/'94 says she was to run the mail from Sitka to the Westward starting July 1st 1894 (Run previously held by "Elsie"

ALASKAN (Sitka) 5/30/'91 under Capt. T.C.Hague, arr. Sitka from Unalaska.

ALASKAN (Sitka) 1895 Capt. Hansen of the "Dora" was previously on the A.C.Co. sch. "Kodiak" (J.C.Hansen) and Chief Eng. Robert Monroe. Unit of A.C.Co.

ALASKAN (Sitka) 10/13/'94 Capt. J.M.Hays and Chief Winters.

ALASKAN (Sitka) 4/10/'97 says str. "Danube" reported that "Dora" hit rocks near Green Id. (Chatham Sd. B.C.) on night of Mar. 16th 1897 heavily loaded with coal for Alaska ports. Holed, boiler room flooded and engines out so crew launched boats and with aid of jib made it to Port Simpson where temporary repairs were made by D.A.Robertson of that place. Hit in sno storm and gale

After being repaired some at Port Simpson she went on to Mary Id. where she dropped off her pass. and returned to Seattle for permanent repairs at the Moran Bros. Yard. Capt. Anderson, formerly on the Str. "St Paul" was in command.

ALASKAN (Sitka) 10/9/'97 On Sept. 19th bound Sitka to Unalaska, Capt. C.H. Anderson, she sighted the wrecked sch. "Hueneme" See card for more on latter.

ALASKAN (Sitka) 4/2/98 A.C.Co. str. "D" Capt O.A. Johnsen arr Sitka Mar. 30th.

DOUGLAS ID. NEWS 7/19/99 says Capt Johansen, Chief Garrey, and Purser Fred Homer.

D.A.Disp. 2/16/1906 'Hope for "Dora" abandoned---"Santa Ana" to go on Valdeq-Dutch Hbr. run in her place.

D.A.Disp. 1/27/1911 says she was overdue at Seattle from Seward and fears felt she may have wrecked in same storm that got the "Tees" and "Cottage City"

D.A.Disp. 12/9/1912 says she was blown away from the dock at Seward and onto the beach during a severe storm last night. Can be saved. Reported in a bad way on the 10th. Capt. C.B. McMullen



(3)

DORA

Old Gold Rush  
Steamer.

D.A.Disp. 12/13/1912 says she was still on the beach at Seward and being pounded mercilessly---may go to pieces.

D.A.Disp. 12/30/1912 says she was refloated today and will go South under her own power for repairs.

D.A.Disp. 1/11/1913 Arrived at Juneau about a week overdue from the Westward in a disabled condition. Was blowing bad out of Cross Sound so she went down the outside and came in at Decision and went on to Ketchikan instead of stopping at Juneau as scheduled. She had been abandoned to the Underwriters who sent Capt. E.C.Genereaux up to look at her. He built a coffer dam around her, patched the hole, refloated her and she is able to run under own steam. Pilot Flynn (Jerry) who was to meet her in Juneau and take her south, left here on the "Dolphin" to board her at Ketchikan.

D.A.Disp. 1/25/1913 Mate Hoffman's license suspended for vessels trouble at Seward recently. Inspectors charge negligence.



See more info. on the story of her famous drift in the  
Pacific----- pp. 62; Book 41.

Aground-----Book 40; pp. 67

D.A.Disp. 11/8/1914 she will go back on her old run and  
relieve the "Dirigo" which will come to Seattle to have  
oil-burners installed.

D.A.Disp. 1/9/1915 "ears felt for the "Dora" Left Kodiak  
for Seward 6 days ago in storm and is still unreported.  
Has 60 people on board.

D.A.Disp. 1/23/1916 "Dora" is long overdue at Seward---  
bad storm raging in the area.

D.A.Disp. 1/26/1916 "Dora" heavily iced arrived at Seward  
today. She reports that the marooned party on Fire Id.  
is not the "Traveller" bunch as they are safe in Seldovia  
Capt. declares this is the worst storm in his memory.

D.A.Disp. 7/5/1916 "Dora" condemned at Uyak, where she  
recently struck a rock...

D.A.Disp. 9/30/1899 pp.6 "Dora" is 3 days overdue from  
her mail trip to the Westward and a report has been cir-  
culated that she has wrecked---Fears felt.

DORA

Old Gold rush str.

2/24/1931/2- Survivors of the famous 'drift' fail to attend annual reunion in Seattle. Purser W.E.Springston sat alone. Henry Moses was one of them and so was J.E. Thwaites, who was then mail clerk and is now a Ketchikan photographer.

See card on DRIFTS for account of the halibut "Baldy"  
Also look up card on that Jap mystery ship that drifted across the Pacific the "Ryo Maru" (I think)

Interesting article about man who missed the boat on her famous drift. More pertinent info. (Book 39; pp 63)

VG History BOOK 35; pp 11

More VG. History---A/S Dec. 1965 page 28.

(4)

DORA

Old Gold Rush Str.

ALASKA NEWS 8/29/1895 V.G. The story of Capt. Hansen, of the str. "Dora" who made a deal to tow a sloop from Yakutat to Cook's Inlet for \$25.00 down and \$25.00 when they arrived at their destination. He started out with his tow and found that he nearly swamped the sloop in any moderate sea so being a gentleman he stopped the "Dora", gave the prospectors their money back and cut them loose. (The papers says only a real gentleman would have been so decent about it!)

D.A.Disp. 3/9/1904 "Dora" sold by A. Comm. Co. to Alaska Pacific Nav. Co. and will go on the run from Valdez to Dutch Hbr. and way perts. and return.

Empire: 2/21/1919 pp.2. Old str. "Dora" sold by A.S.S.Co. to Lars Mikkelsen, and Co. who will use her in their Alaska fishing business.

Empire: 1/1/1921/8 "Dora" may be raised says Capt. Fred Hovick and Mate John Hartley. She slipped of the shoal she ran on several days ago and sank in 42' of water near where she had been beached. Was enroute from



Seattle to Unga and Dutch Hbr. with supplies for the cod-fishing stations of the Bering Sea Fisheries Co.

Emp. 1/18/1921/8 "Dora" is finished. Wrecked Dec. 20th on Noble Island...



DORA B

Old Juneau sloop  
1900

1. No picts.

She was towed from Juneau to Lituya Bay by the str.  
"Dora" in Mar. 1900 with the following men on board:

Geo. Cannon, Mr Van Buerlow, U.D. Baldwin, Frank  
Rankin and a Jap cook.

She was reported lost during a gale at Yakutat Apr. 15,  
1900 with all hands.

"Dora"B" was a 15 ton sch. 35.2' x 12.5' x 4.6' and  
built 1896 at Port Orchard, Wn.

DORA R.

Steel salmon seiner

1. VG. picts. and story PACIFIC FISHERMAN Sept. 1958  
page 22.

For story of her grounding, etc. see Daily Journal 1958



DORA SIEWARD

Pacific Sealing Ships

Canadian schooner

93 tons, built at Lunenburg, Nova Scotia in 1891:  
Official Number--100168 81.1' x 24.4' x 9.3'

Owned by Capt. H.F.Sieward and sometimes skippered by him, she first appeared in the Victoria sealing fleet in 1892. Other skippers were: Capt. R.O.Lavender and Capt. F. Cole. Her best reported catch was 2584 skins in 1894, when she was hunting on the Japan Coast. She continued in service at least as late as 1898, during which season she took 1114 skins.

DORIS

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

725 tons, built 1908 at Raymond, Wash. by John W.  
Dickie for Emil T. Kruse, of S.F.

Carried 800-M ft. and had 425 h.p. triple-exp. steam.

She was sold in 1917 to the Interisland Steam Nav.  
Co. of Honolulu, who renamed her the ONOMEA, and scrapped  
her in 1925.

PCA 6

DORIS E

P.E.Harris cannery  
tender.

1. Burned hull on beach near Petersburg. 1952

DORIS MORAN

New Moran tug.

1. Assisting "Flying Enterprise II" (Towline Aug. '52)



DOROTHEA

Seldovia Pkg. Co.

1. (No pict.)

Built in 1945 at Tacoma 163 tons and 88' long recently  
purchased by L.J.Low of the Farwest Cannery in Wrangell  
from C.E.Anderson of the Seldovia Packers. Has twin  
120 H.P. diesels.

P.C.A. 5

DOROTHEA

Album 7

Frt. Trader. Mail.

"Comet"

1. Stbd. broad, a/s steam schooner in Lake Union VG
2. Two: Stbd broad at P.C.Coal dock, Juneau, Sept. 1948

Emp. 4/7/1935 She ran aground on Douglas Island below the  
old Ready Bullion Mine and was expected to be refloated  
today without incurring any damage. Fog and in too close



DOROTHEA

Ex "Comet" etc.

4/6/1935/6 Was seen today by Juneau and Thane residents  
high and dry on Bullion Creek flats. Not believed in  
any danger or damaged though.

DOROTHY

Book 29.  
Album 7.

Halibut Schooner  
ATS FP 101

1. Mag. cut. Stbd. bow in ice flows.
2. Port broad, caught in Arctic ice.

Collision----Book 30; Page 53

Now a floating grocery store. Book 42; pp. 4.

Emp. 4/18/1927/2 Capt. Ole Hvatum, here with his new boat the "Dorothy", formerly the trading sch. "Chukotsk" 104' , owned by Swanson Trading Co. Will try to salvage engine from "Scandia" etc.

More late info. (1955) pp. 10. Book 44.

2/21/1941/6 "Dorothy", Capt. E.F. Trafton, and with Kinky Alexander on board, is here to go North to investigate commercial possibilities of processing king crab.

DOROTHY

Ex- halibut schooner

1/25/1935/6 M.S. "Dorothy" sold by Ole Hvatum to the N.W.  
Marine Dredging Co. of Portland to dredge off Southern  
Oregon.



DOROTHY

Sm. comb. steam and  
stern-wheel.

1. No picts.

6/22/98 paper says 'curious little craft' "Dorothy" was in port the last 10 days preparatory to loading for St. Michael. She is steam powered and has twin screws for the ocean trip and a stern-wheel for the river work. Doubts were expressed locally whether or not she would make the Gulf crossing.

DOROTHY

Old Yukon Riv. Wet-ass

1 No pict.

Wrecked at Cape Nome, Aug. 8, 1899 during a storm.  
Along with 3 other old River steamers. Owned by one  
James Dietrich. There was a possibility of her being  
saved.

Built 1898 at Seattle. She was repaired after her  
stranding at Nome Beach and was still on the Koyukuk in  
1944.



DOROTHY ALEXANDER

Album Post Card 1.

Book 29

Pacific S.S.Co.

1. Port, broad, still Juneau Hbr. P.C.A.1.
2. Port, broad, speed, at sea. P.C.A.1.
3. Port broad, speed, at sea. (Mag. cut)

Built 1907 at Camden N.J. as "President" for the Pacific Coast S.S.Co. Sold to the Adm. Line in 1916 and renamed "Dorothy Alexander" Laid up with rest of their fleet in 1930 when they went into receivership and some time later was released and sold to the Alaska S.S.Co. to become the S.S."Columbia"

M.D.2/2/1957 (20 yrs. ago--1937) Approval of sale of "D.A." 30-yr. old coastwise Pass. SS. of Pac. S.S.Lines was given in S.F. Monday by Fed. Judge Harold Louderback.

Purchaser was not disclosed (A.S.S.CO.) The price was set at \$150,000.

Known to old-timers of the waterfront as the "honeymoon ship", the "Dorothy" formerly the "President" at one time held the speed record between Seattle and San Francisco.

Marine Digest May 1, 1948  
Baby of the Alexander ships was sold in 1947 to  
Panamanian registry. She is now the "Portugal"  
according to M.D. July, 30, 1949  
More info. Book 36 Page 22

DOROTHY LUCKENBACH

Old coast str.

1. Good pict. and some info. (Book 44; pp. 34.)

DOROTHY PHILLIPS

Album 12.

Album 15

Steel steam sch.

1. Stbd. broad, as ATS at Union Pacific Dock Seattle. F
2. Stbd. broad, as ATS at U.P. Dock. Good)



DOT

P.C. Album ①.

Sm. old gas-boat  
Soboleff's

① On old Juneau beach, Cyril Zuboff in pict.

Album 9.

DOUGLAS

Puget Sound T. & B.  
(Diesel tug)

1. Stbd. nearly broad, slow, Seattle waterfront. VG

Built at Rocky River, Ohio for the Q.M. Dept. as the "Lieut. Harold B. Douglas" Sold to Carey-Davis Co. in 1912 and her steam plant was replaced with a 350 h.p. Bolinder diesel. Some time later she was repowered.

179 gross; 122 net; 94' x 24.2' x 12'

12/10/1942/3 "Douglas", Capt. Geo Anderson, missed McHenry Ledge (Clarence Strait) but her barge load of equipment ("Scottish Lady") didn't and hung up. He was trying to get into Union Bay in a S.E.gale. Both are units of P.Sd. T & B.

Old steam tug.  
Ex. "Typhoon"

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



DOYLESTOWN

PHP. 1.

Steel steam schooner.

1. Port bow, still in stream, fog. (Porthole)

DOYLESTOWN

~~Steel Steam Schooners of the Pacific Coast~~ Lyman

Completed in 1919 at Albina yards, Portland, for U.S. Shipping Board. 2632 tons. Was last of 17 steel steamers built by ALBINA Engine & Mach. Works. during and immediately after World War I.

Sold in 1924 to Chas. Nelson Co. of S.F. by the Shipping Board.

Sold again in 1936 to Iniskin Drilling Co. of L.A. and renamed the INISKIN. Sent to Alaska, along with the barge COMMODORE to carry the materials and equipment for exploratory oil drilling.

1937 she was bought by the Northland Trans. Co. of Seattle and renamed the NORTH PACIFIC

1938 sold by them to the Santa Ana S.S.Co. of Seattle and replaced the W.M.TUPPER in the Seattle-Kuskokwim River trade.

Sister ship to the JACOX

D.P.C. 22  
D.P.C. 71

Album 12.

Defense Plant Corp.  
Steel tugs.

1. Stbd. broad, speed, Seattle Hbr. VG
2. Port, broad, slow, line out, Seattle waterfront VG

D. R. CAMPBELL

Yukon Rivers str.

1. No picts.



Built 1898 at Seattle 718 tons; Still at Fairbanks in '44

DREADNOUGHT

Famous U.S. sailer.  
(1889)

1. Sketchs only in Book 37; pages 66 and 72.

Good history in Book 37; page 72. and 66  
VG story on her in NOTE BOOK No. 24.

DREXEL VICTORY

Victory ship

1. No picts.



M.D. 2/2/1957 (20 Years Ago--1937)

The treacherous bar at the mouth of the Columbia River has added another vessel to its graveyard of ships. At. ~~07/00~~ ~~17;00~~ 17;00 Mon. the SS "Drexel Victory" outbound with a capacity cargo of wheat for Japan, struck the sands off Peacock Spit, tearing out her bilge plates.

She buckled, splitting her frames amidships as breakers smashed against her. The crew, under Capt. Canute Rommerdahl, fought the onrushing water for two hours until the pumps became useless. Then Rommerdahl ordered "Abandon ship."

All 49 crewmen were rescued by the C.G. motor lifeboat "Triumph", the Liberty ship "Joseph Gaines" and the pilot boat "Columbia"

The 10,500 ton Victory ship was built at the Kaiser yds. in Richmond Calif., in 1945.

DRIVA

No. 209884

Cannery tend. tug.

1. Pict in Museum as seine-boat. Pacific Fisherman, Jan.  
1914. Page 92

Built 1912 at Tacoma, Wn. 35 gross; 23 net;  
56.1' x 15.9' x 6.5' Powered originally with an 80 h.p.  
Corliss gas engine.

D.A.Disp. 9/8/1913 says she was in Juneau today from the  
F.O.Burkhart cannery at Chilkoot; Capt. H.M.Peterson.

SEE MORE ON 'JUNEAU SAWMILLS'

Emp. 8/6/1927/6 "Driva", Capt. Fred Boynton, brings logs.

- ①. Broadside from bay. (Jan. 6, 1949)
2. V.G. Large floating D.D. with two big freighters in it at once. (Book 48; pp.2)
3. V.G. 8 x 10 pict. of "T-P 99" spotting in Engrs. D.D. at Juneau. (Book 48; pp 3.)
4. V.G. 8 x 10 view of "Hygiene" in Engrs D.D. at Juneau Book 48; pp. 4.
5. V.G. 8 x 10 stern view of "L.T. " in D.D. " " Book 48; pp. 5.
6. V.G. 8 x 10 of "LT-822" in D.D. looking back along towline. (Book 48; pp. 6)
7. V.G. 8 x 10 of "BSP-3143" pulling D.D. (Book 48; pp.7)
8. VG large one towed by tugs. (BOOK 32; pp 63)



9/28/1948 "LT-822" a uniflow steam tug of ATS and doing standby duty on the "LT-156" which was towing the D.D. from Juneau to Seattle, hit Herbert Reef and is sunk. The "LT-156" turned her charge over to the Wash. Fish & Oyster Co.'s "Western Trader" which was in the Vicinity and is standing by the sunken tug.

9/28/1948/5 More on the "LT-822" etc. Left Juneau Fri. morn. the 24th. Crew all safe on the "Western Trader" etc.

3/9/1949/3 "LT-60" makes trials from D.D. in Juneau

3/18/1949/2 "FS-238" in D.D. at Juneau today.

2/15/1949/2 "LT-132" off D.D. and "LT-362" goes on.

Other vessels soon to be drydocked are the "TP-111", "FS-238" and "LT-157"

4/12/1949/2 "LT-387" off DD and on trials.

DUKE OF YORK

British ferry boat.

1. Picts. of her collision      Book 40;    pages 53, 56, 62,  
63, 64;

DULCINEA

Navy oiler '55

1. Pict. and info.

Album 43.

DULUTH

Old 'Laker'

1. No picts.



Built at Chicago in 1903 and operated on the Great/ Lakes for many years. During War II she found her way out to the Pacific Coast under the ATS. Recently she was brought to Seattle from the Columbia River and has been bought by Nick Bez for the Peninsula Packing Co. one of his enterprises. What he plans to do is uncertain but it is believed he will make a fisheries Mother Ship out of her. 4749 tons and 381' long. Has 1500 h.p. steam.

M.D. Nov. 10, 1951

M.D. 6/25/1955 says she is bound for the scrap yards.

Some conversion work was done on her in Louisiana in 1943 and in 1950 she was sold to Zidell Mach. and Supply Co. to be repaired for their new owners the Peninsula Pkrs. of Seattle.

She recently loaded scrap in Seattle and is bound for Japan. It is believed she herself would also be scrapped.

1955 Headed for Jap ship-breakers. (Book 44. pp 13.)

DUMARU

Wooden Steam Schooner

1. No picts. (Oct. 1, 1950)

Launched at Portland April, 17, 1918. Built by the old Grant-Smith-Porter Ship Co. of Aberdeen and Portland. On her first trip she was chartered by the U.S. Navy to carry supplies and ammo. to Pearl Hbr., Cavite and Guam. All went well until she left Guam for Manila with 60 people on board. Night of Oct. 16, 1918 she was hit by a bolt of lightning which set her on fire. It spread to the holds igniting the ammunition which forced the people to abandon ship. They went over in three boats---many suffering cuts and burns, etc. Two of the boats were picked up a few days later, but the third was driven off to the distant island of Samar, 24 days later and only after 18 of the 32 men in it perished from starvation and thirst, the survivors being driven to cannibalism. This episode was one of the tragic incidents of Pacific Ocean shipwrecks.

M.D. 7/10/48

DUNCAN FOSS

Converted Navy craft

1. No picts.
2. See pict. of hull before conversion and story in P.W.B.  
for Nov. 1952 page 28
3. Pict. and info. Book 42; pp. 2



F.L.& T. Co. is converting a Navy surplus craft into a tug to be known as the "Duncan Foss" She will be powered with a Nordberg F.M.D. 96RSC engine; 400 h.p. at 240 rpm.  
M.D. Nov. 1, 1952

Towed from Honolulu in 1951 by "Agnes Foss". Named for grandson of Wedell Foss. 68' long. 2 to 1 reduction gear. (M.D. 2/28/'53)

DUNDERBERG

Book 29

Civil war battleship

1. Stbd. broad at sea. Print. (Magazine cut)

DU PONT

Powder Co. "boat."

1. Stbd. broad; speed; mag. cut (Book 29)
2. 2--vg. at DuPont dock; Juneau 3/25/'54 (PCA--7)
3. VG pict. and story. Repowered) (PWB Oct. '57; pp 11)

See card on "EXPANSION" (twin Atlas powered F.S.)  
which replaced this (Card heading) "DUPONT" as the newest  
vessel of that name (1965)

Built 1930 at Seattle 71 gross; 48 net;  
59.8' x 18.1' x 8.6' Designed by Carl Nordstrom and  
built at former Olsen & Winge plant in Seattle.

KDN. 10/27/1949--This her 2nd trip outside of Wash.  
State since she was built. Brought 80,000# powder to Ketch  
for road work. Her other trip was in Sept. of 1948 when  
she went to Juneau to tow the "Taku" down for the Company.  
C.M. 'Northpole' Hansen is skipper. (Was with Roald Amund-  
sen on Arctic exp.) Egil Erickson is Mate. Thomas J.  
Lewiston, Eng. and Torleif Tannesen, crewman.



DURBRIDGE

APA. Sailing ship  
"Star of Falkland"

1. Pict. as "Star--"

INFO. BOOK 35; Page 2

DUSTY DIAMOND

No. 157522  
Yukon River st.p.

1. No picts.

Built 1898 at St. Michael 101 gross; 86 net;  
75' x 17' x 4' Was still at Fairbanks in 1944.



DUTCHESS

Ray Woodruff's  
yacht.

1. VG. At Northern Mach. float; Ketch. July '54 (PCA--~~7~~)

DUTCHESS OF BEDFORD

Arctic schooner

1. No picts.

ALASKA PROSPECTOR (newspaper) Sept. 7, 1907 she was reported sighted off Herschel Island in a sinking condition. Capt. Mikkelsen and her crew deserted her last Feb. They had only 60 days rations with them and fears are now felt for their safety.

DUTCHESS OF RICHMOND

Post Card Album 1.

Canadian Ocean Liner.  
"Empress of Canada"

1. Stbd. broad, in Juneau Hbr. VG
2. Bow on nearing dock in tow of "Wanderer" Juneau.  
Largest commercial ship to ever enter Juneau Hbr.  
30,000 tons. 585 ft. in length.
3. Stbd. bow, just inside Rock Dump. Juneau Hbr.



In July 1948 she was being reconstructed at a Scottish yard for the Canadian Pacific S.S. Ltd. and will be placed back in their Atlantic trade--to start Sept. 1. She has been renamed the "Empress of France"

"EMPRESS OF CANADA" not "France"

She arrived in Juneau Sunday, Aug. 6, 1939 on a 'Good neighbor cruise' Left Montreal July 1st--East Coast, thru Panama Canal, to Hawaiian Ids. then to Yakutat Alaska, Sitka, Juneau and out to sea via Stephens Bâssand Fredrick Sd. To return via Panama to Montreal---68 day cruise.

Capt. H.A.Moore. Arr. here 15:00 on 6th.

"Wanderer" and "Jazz" dock her at 15:00, calm, no trouble.

Album 15 P.H.P. 2

DUWAMISH

Book 32 Book 33

Seattle Fire Boat

1. Port broad, slow, Seattle Hbr.
2. Aerial view throwing water from all outlets. (Mag.)
3. Before and after views from Seattle P.I. (Mag. cut)
4. Starboard broad, hoses playing. L.C. Smith tower in  
Immediate background. (Porthole)
5. Stbd. bow in drydock (Mag. cut)
6. Port broad, speed (Mag cut)
7. Port broad, hoses playing (Mag cut)
8. Aerial view, port bow, throwing lots of water. (Mag.)
9. Port broad, speed; from above. (Mag. cut)
10. Stbd. broad, demonstration. P. 12/ Sept. 1953  
Motorship Mag.

Built 1909 at Richmond Beach by the Puget Sound Shipbuilding Co. and went into active service as Seattle's Fire Boat on Jan. 15, 1910.

Recently converted from steam to diesel, etc. at the Commercial Ship Repair yards in Winslow.

Will pump 23,000 to 25,000 gals. per minute now as compared to about 9000 as a steamer.

With her 3 new 1000 h.p. each, diesels she is reputed to be the most powerful and efficient fire boat in the world and is undoubtedly the most effective fireboat in the entire country. The engines were purchased from the Navy for less than \$5000. Now also has a new sharp bow. On latest trials she made 11 to 12 knots and pumped water 500' on all sides, Tests conducted off Blake Island.

Seattle P.I. 11/10/49

INFO. BOOK 35; Page 28

Powering with 3 model GSB Cooper-Bessemer diesels of 950 h.p. each at 750 rpm. each have 610 k.w. generators two for propulsion and two for pumps. One diesel drives her at 10.8 Rebuilt and now measures 121' long.



DWYER

Yukon River str.

1. No picts.



See "Thomas Dwyer"