Alaska State Library Historical Collections

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

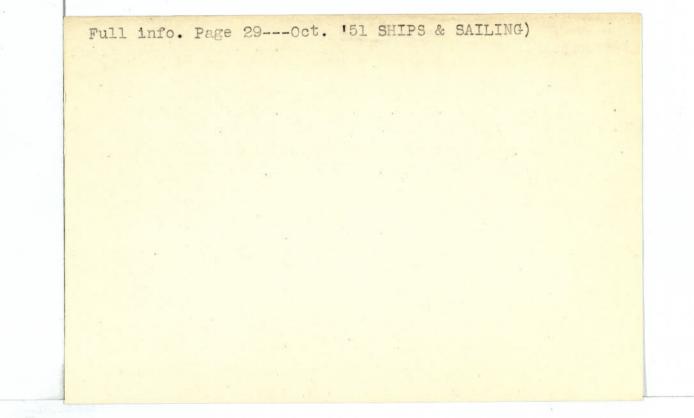
General Marine Files

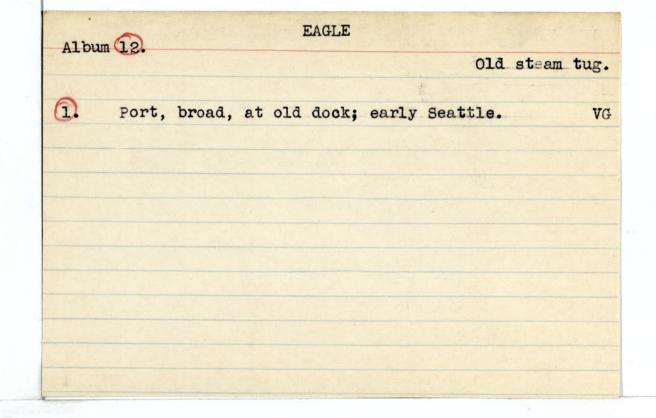
asl.historical@alaska.gov 907 465-2925 PO Box 110571 Juneau, Alaska 99811-0571

				EAGL		No 215 Cannery	tender
1.	Port	bow a	t Junea	u city	float.	(First alb	um)
1							
C. Martin						State State	A STATISTICS
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			State of the	ALL DEPART			
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E UTPE						The second	
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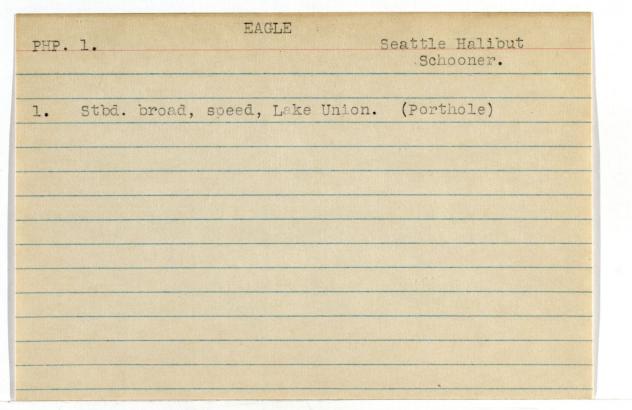
Built 1917 at Tacoma, Wn. Gross 34: Net 27 53.4' x 14.5' x 6.6' 40 Standard gas in 1925 Owned in 1925 by Frank Lloyd of Ketchikan, and on up through 1930----

EAGLE U.S.C.G. training ship 3-masted bark 1. Bow view at sea. V.G. (P.31; Oct. '51 SHIPS & SAILING) Good pict. under sail. (Page 9 in Aug. 1952 Motorship) 2. 3. VG Picts. and article "What Happened to Hitler's Yacht?" MAN TO MAN Sept. 1952 pp 12.





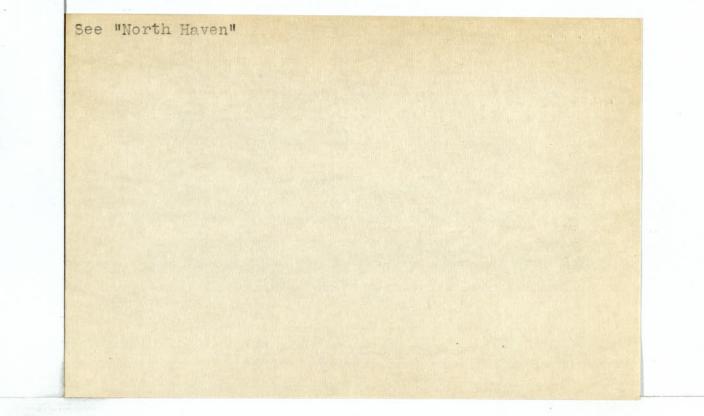
and the second s FAGLE U.S.C.G.S. Aux. bark Ex. German "Horst Wessel 1. Pict. page 34; Apr. 153 S.&.S. 2. Pict.and info. pp. 10/ S.&.S. Fall 1954

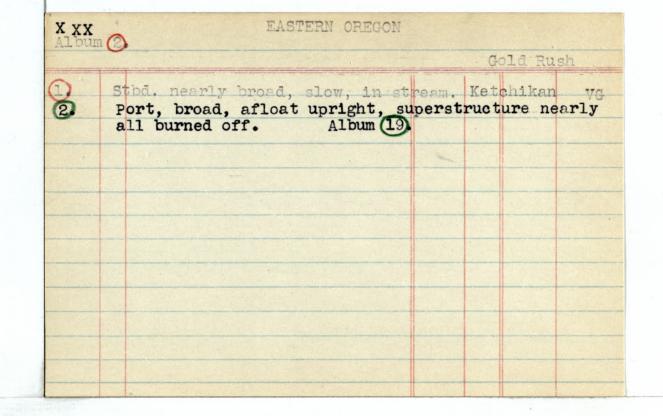


EAST CHICAGO Steel steam schooners of the P.C. Lyman Built 1920 3286 tons, became the Swayne & Hoyt "Point Sur" in 1926 , and the Coastwise Line "Coast Shipper" 10 years later.

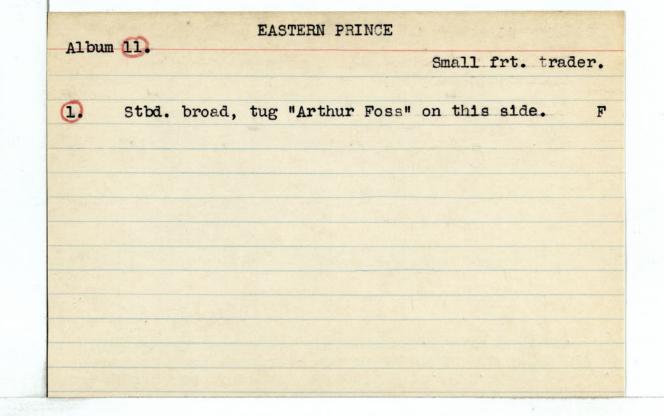
EASTERN COAST Frt. of Diamond PHP. 1. Cement Co. 1. Port broad, loading at Pier. (Porthole)

1.2			AN-REAL TA		
Р.Н.Р. 🕲	EASTERN	GALE			chooner
			Later	"North	Haven"
D Port bow close up.	(Porthe	ole)			
	•				
				State State	





Built 1883 at Chester, Pa. for the Charleston & Florida S.S.Co. as the "City of Palatha". In 1887 she passed to the Ore. Pacific Railway Co. who attempted to use A her Yaquina as a terminous. In 1890 she passed to the Ore. Improvement Co. and sent to the Sound----made several trips to S.F. then alternated with the "Premier" on the Seattle-Vancouver, B.C. route In Dec. 1891 she burned on the grid iron at Olympia. Burned hull was later towed to S.F. and further history unknown. 200' x 34' x 11.9'



2/8/1938/6 MS "Eastern Prince", Capt. R.N.Curry arr. J. heavily iced with frt. and cased goods for Union Oil Operated by Northwest Transport Co. Taku gale on. More info. BOOK 44; pp 32

Book (31 EASTLAND Chicago Excursion Str. Capsized: crowds standing on hull. (Mag. cut) VG story in CORONET Sept. 1957 pp 133. See D.A.Disp. 8/28/1915 pp.6. for V.G. account of capsizing. Description of and reason for capsizing told. Capt. Harry Pederson More 8/29/1915 pp.8. See VG picts. and story in TRUE ADVENTURES. Oct. 158 pp 44.

At 10:25 on a mild clear morning, July 25, 1915. with 2500 people on board, she suddenly listed to stbd. Peocle were dumped in the water; those who could swim were sucked under and dragged down by the frantic number who could not. The "Eastland" turned completely over. The list of dead totaled 1478! For weeks, papers were filled with accusations, protests, demands for justice. It was discovered that the boat had been condemned and afterwards repaired. Only 23 days before the tragedy, federal inspectors had called 2500 persons a safe maximumload. Just a year before, the limit had been 2000, and a few years before that a mere 653 had been permitted on board. Coronor: jury recommended that six men be held for manslaughter. The Chicago-St Joseph S.S.Co. owned the boat and had leased her to the Indiana Trans. Co. which hired her out PAGEANT Oct. 1950 for excursions.

EASTWIND C.G. patrol-ice-breaker 1. V.G. pict. in ice. Oct. 1952 TOWLINE (Note Book 23; pp 48) 2. VG rescue of "Fort Mercer"

M.D. 1/29/'49 says 'C.G. on Spot in Probe of Cutter Crash' Referring to collision between the C.G. "Eastwind" and the tanker "Gulfstream" in the North Atlanti The C.G. cutter had most modern radar possible and a compliment of 160 men, many skilled with radar etc. while the tanker only had 50 men and no radar. Shipping men asked just 'how safe is a safe ship?'

Motorship Nov 1948 had article on her and her sister ships---"Northwind" "Edisto" "Burton Island" and "Mackinaw" See back of card for "Mackinaw" for propulsion power of all this class icebreaker.

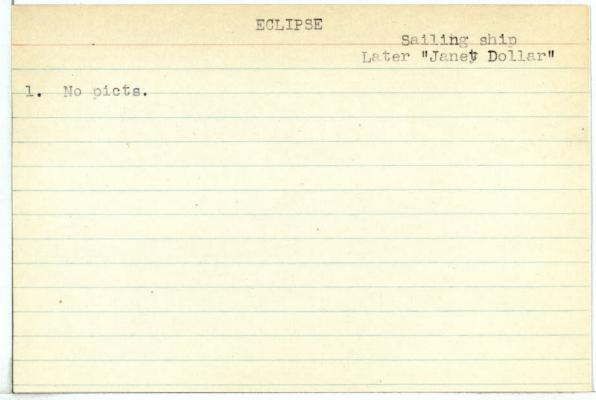
E.B.MARVIN Canadian Schooner Pacific Sealing Ship Was originally the American schooner "Mollie Adams" and her history will be given under that name. Marine Digest.

P.C.A. 6 ECHO My small abhortion 1. Set of 4 of her on dock at N.C.Co.

Albu	m (9.	E	CLIPSE			
				(Old s	team tug.)
0	Port bow,	still in	stream,	people on	deck.	G
		-				

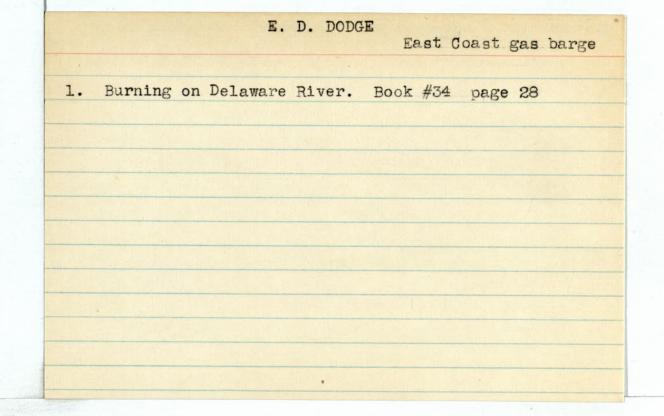
No. 135348 ECLIPSE Sailing ship A.P.A. 1901 1. No picts. . · 15

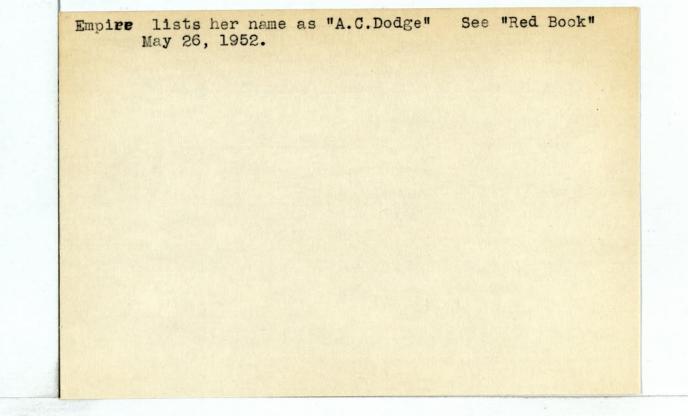
Built 1878 at Bath, Me. 1594 gboss; 1469 net; 221.7' x 40.3' x 24.3'



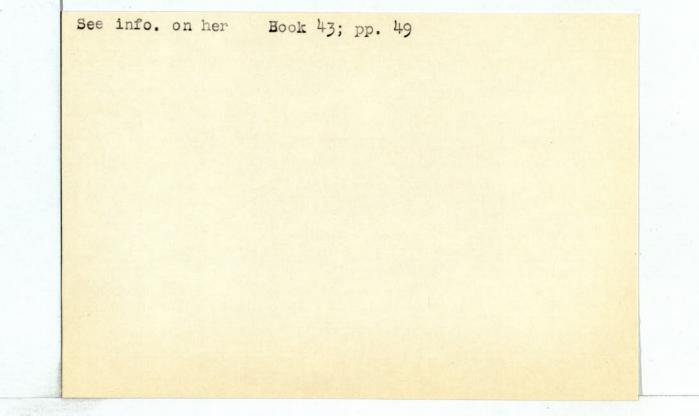
State of the Line of the

See card on "Janet Dollar"





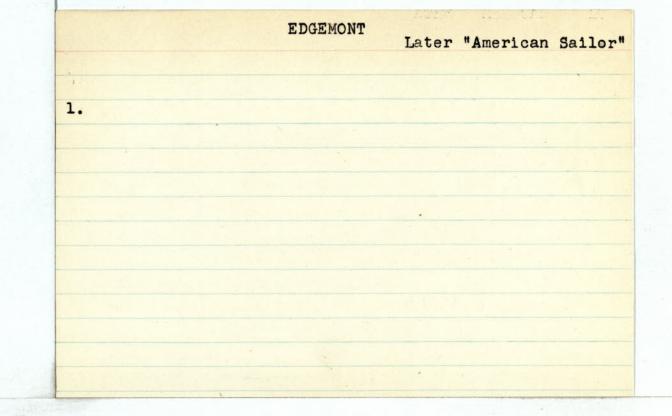
	EDGAR	BONNET	Lg.	Suez	Canal	tug.
1.						
			9.4.8			
				1		



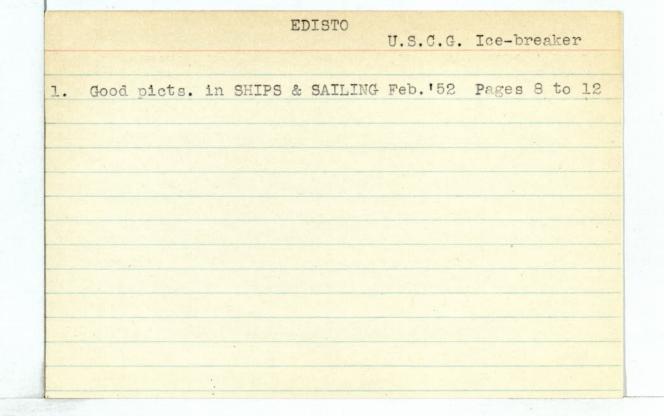
EDGAR F. LUCKENBACH Lg. frt. steamer. PHP. 1. Stbd. bow, at Seattle Pier. (Porthole) 1. 8/1/1939/6 Good pict. of her sunk at New Orleans after she crashed into a ferry boat, hit a dock and sunk. Had slight trouble in 1940 when she backed out of slip into course of a ferry and hit a breakwater in New Orleans harbor. She was commandered by the Gov't. in 1914 and was the first ship to pass through the Panama Canal.

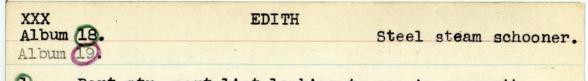
Repairs made to huge gash in stbd. bow after she had been rammed at entrance to Golden Gate by the large freighter "Arkansan" recently. M.D. 7/15/50 Makes record passage in 1934. Book 43; pp. 16.

EDGAR H. VANCE Steel Steam Schooners of the P.C. Lyman 2521 tons. 2200-M ft. 1mbr. built at the Crag yards in 1913 for the Hammond Lmbr. Co. who registered her in N.Y. under the ownership of the Nehalem S.S.Co. and had triple expansion engine of 1500 h.o. Late in 1916 she was sold to Norvegian owners, and was out of the registry by 1925.



Sold for scrapping----Album 48; pp. 3





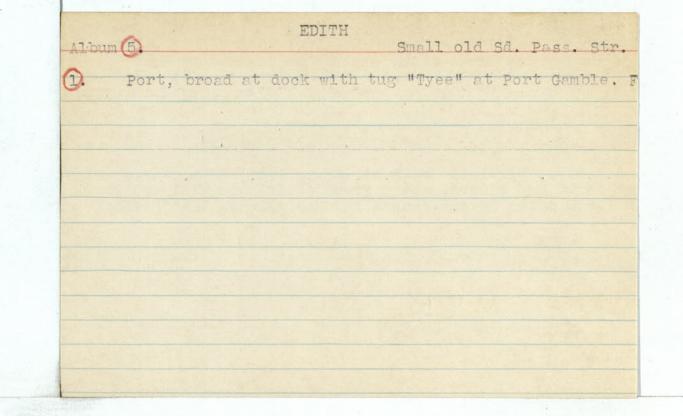
0.0 3

Port gtr. port list looking to sea in sun path. Port nearly broad aft. close, port list, port reil awash. level fore and aft. Port bow, laying on port side, port rail under. VG . Jawoq off next day and was able to proceed south under her own Tull cargo of canned salmon. "Burnshde" stood by. Floated Zarembo Id. in fog early today. Capt. Daniels. She has a D.A. Disp. 10/4/1911 A.S.S.A. S.S.A 1101/4/101 .4.C .00.2.2.A of beserg she nshw 8001 .1 .nst lithu .00.2.2 Spantsh-American War. Was a unit of the old Northwaren & Co. at one time and came under U.S. ownership during the Originally the British S.S. "Glenochil" Owned by Dodwell Early days of A.S.S.Co.

See Red Scrap Book Nol36 Page 3.

----Lights were hung on the derelict hull after S.S. "Mariposa" gave up trying to tow her in. About 40 miles S.E. of Cape St. Elias. The first reports said she foundered during the night but it was found that she later drift ed ashore near Cape St. Elias and eventually broke.up. Cargo of copper concentrates valued at \$150,000. Cargo shifted at 16:20 Mon. and she listed badly. She was one of large frts. of A.S.S.Co. and had previously been a trans port during the Spanish-American War. Sept.1, 1915. Wed.

Built in Sutherland, Eng. 1882. 2369 gross; 1495 net. 276¹ x 37.3¹ x 27.4¹ Iron ship 1000 h.p. Foundered 46 miles East of Cape St. Elias at 22:00 Aug. 30, 1915. Left Latouche on 28th with 2500 tons copper concentrates valued at \$100,000. Cargo shifted in heavy well and westerly wind. Capt. C.W.McMullen sent out 505 "Mariposa" Capt. C.J.O'Brien answered, crew took to boats "Mariposa" put line on her but had to cut loose when Edith went down. Operated by Dodwell and Co. as ATS. in Spainish-American War, with "Latoria" & "Tacoma" ish-American War, with "Latoria" % Tacoma"



Built in 1882 at S.F., Calif. as a yacht. Came to Puget Sd. in 1884 and used as a pass. boat on the Sound. Later she was used on the Alaska run to replace the "Willaps which wrecked in 1897. In 1898 she was rebuilt as a halibut fisherman by the International Fisheries of Tacoma. In 1910 she was made into a freight packer. Then in 1924 she was condemned and abandoned. 192 gross: 78 net; 120.5' x 24' x 917'

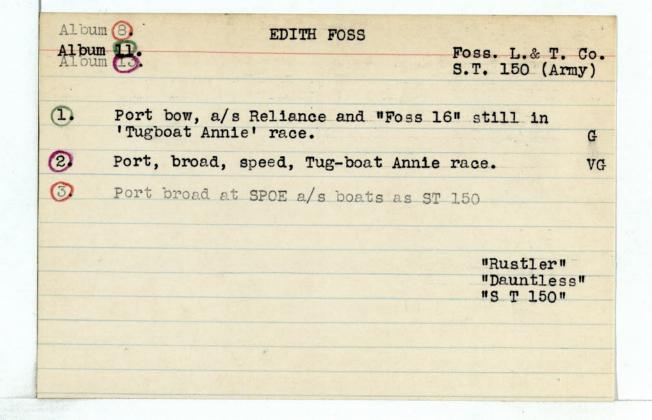
D.A.Disp. 7/7/1915 ---P.Sd. tramp frt., Capt. Harry Crosby one of her owners, and a group of friends will cruise for 6 weeks in S.E.Alaska and may salvage the "Ramona"

Albu	EDITH				
Albun	a 28	Wood	l St.	Sch.	(old)
0.	Stbd. broad, still, in stream. Stbd. Broad; still. V.C	Gold	Rusi	ship	• G.
<u></u>					

			EDIS	гн а		
	1.57.510.57				Par	kers boat
1.	Pict.	assisting	"Emma"	after	sinking.	(PCA-10)
				_		
		-				
			-	-		

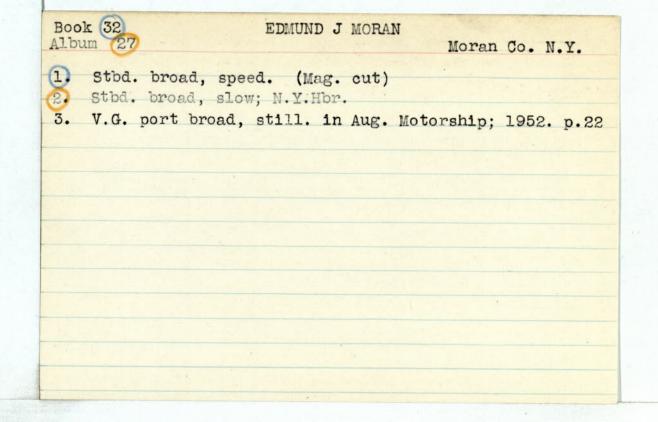
Alb Alb	oum 13	Book 29. "EDITH FOSS"	ex "Chilkat"
0	Port	bow, near Foss moorage in Lake	Union canal.
0	Port	broad at Port dock as LT 239	
3.	Port	broad, high and dry in Alaska	(Magazine cut)
	Respect		
	Constanting of	A STATE OF A	A STATE OF A
The			
	Children of the second		

Rammed by S.S.Victoria of the A.S.S.Co. on Dec. 4, 1944 and sank in deep water, her entire G.I. crew being rescued but losing all their personal belongings. The collision took place off Klewnuggit Light in Grenville Channel, B.C.



9/6/1940/6 "Edith Foss" ex "Rustler" towing Foss Co.'s "Algonquin" (ex C.G.C) to Kodiak for use as a generating plant.

For history see reverse side of card on "Dauntless

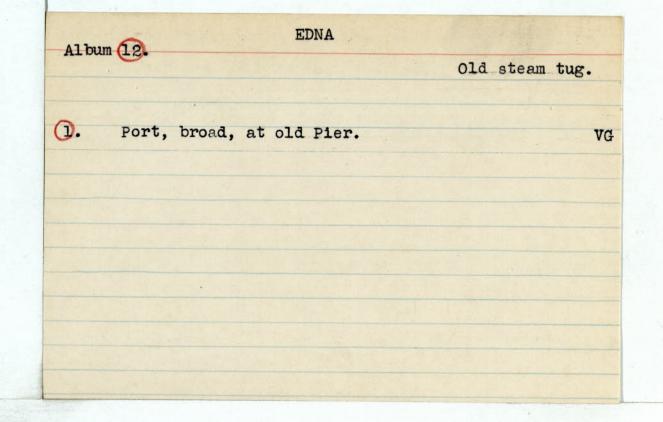


EDMUND MALLETT Liberty ship frt. A.S.S.Co. 1. No picts.

Renamed "Iliamna" early in 1951 after A.S.S.Co. purchased her from the Maritime Adm. Shortly after her purchase A.S.S. chartered her to Pacific

Far. East Line for a trip to Damman and Bombay. Named for the largest lake in Alaska.

A.S.S. chartered her to Pacific Damman and Bombay. in Alaska.



Built 1883 at Seattle, Wn. as a Pass. vessel on the Port Townsend-Port Discovery run. In 1887 she passed to the N.W. Pkg. Co. of Blaine and used as a cannery tender. In 1925 she passed to Astoria & P. Sd. Canning Co. and a 175 hp. Hall-Scott gas engine was installed. Used for many years out of Excursion Inlet, Alaska. In 1944 her owner is listed as a Wm. R. Johnson of Los Angeles, C lif.

EDMA Steel Steem Schooners of the Pacific Coast. Lyman (Fifth and last of 5 built foreign and used in P.C.Lmbr.) 1815 tons. was built at Bergen, Norway in 1903 by the Laxevaags Shiovard as the JASON. Later she was under Mexican registry as the MAZATLAN and in 1915 was bought by Sudden & Christenson of S.F. and renamed EDNA. In 1934 she was sold to M.S. Jacobs, who scraoped her in 1939. She had a 900 h.p. triple expansion engine made by the builders.

	EDNA CHRISTENSEN	
Book 29	Steel steam schoor Ex. John A. Hooper	
1. Stbd bow a	lumber dock. (Magazine cut)	

EDNA CHRISTENSON .

L.vman

Pacific Coast Wooden Steam Schobners.

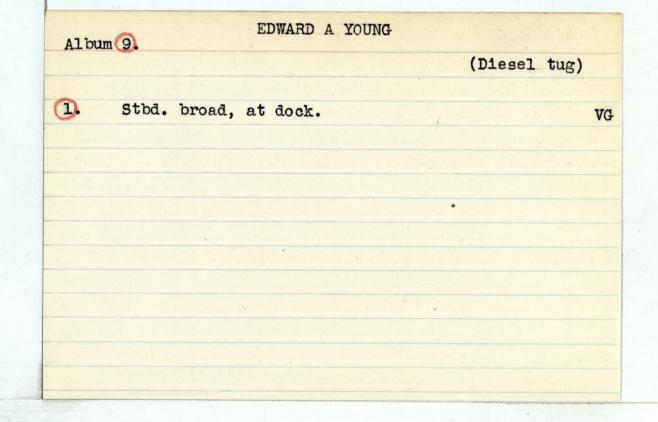
1497 tons built by Chas. E. Fulton in Wilmington Calif. for Sudden & Christenson, S.F. **1150** h.p. triple ex. steam.

Sold 1917 for half a million dollars to the French Govt. who renamed her GHISLAINE. A few years later she came back to the West Coast under the ownership of Oliver J. Olson & Co. and the new name WHITNEY OLSON. Late in 1939 the Maritime Comm. approved her sale to the Canadian Transportation Co. of Van. B.C. but this fell through. She was sold to the McCormick S.S.Co. She got ashore, Dec. 16, 1940 on Clatsop Spit, but was floated and towed to Astoria by the cutter ONONDAGA.

EDRIE Old Halibut Str. Juneau 1913 1. V.G. Pict. at old fish dock Juneau 1913 (Book 48;p 16)

E. D. SMITH P:Sd. Wet-ass. Frtr. 1. No pict.

Built 1893 at Lowell, Wn. 133 gross; 115 net. 89' x 25' x 5' Was a freighter all he life in the grain trade from La Connor. She smashed up in a storm when she broke adrift and fould the "Greyhound" at the Coleman Dock Jan. 24, 1902.



Built in Tacoma in 1926 for Volney Young of the Capitol City Tug Co. which later became a subsidiary of of the Tacoma Tug & Barge Co. A new diesel was installed in 1943. 47 gross; 26 net; 58.8' x 16.3' x 7.9'

EDWARD E. WEBSTER American schooner Pacific Sealing Ships 98180 gross: 93.86 net: 83' x 23' x 8' O.N. 135176 Built at Gloucester, Mass in 1875. In 1887 owned by Capt. Jacobs of Gloucester, who sent her around to the Pacific Coast in company with the "Molly Adams". They left there Oct. 27 and "Molly --- " made trip in 120 days the "Webster" ran into a storm in the Atlantic put into Montevideo for a new foremast, and took 7 months. After reaching the Sound she engaged in both sealing and halibut fishing. In 1888 she was commanded by Capt. Hirem B. Jones while sealing and for several years she was skippered by by Capt. Dan McLean, with his brother Alex. was said to have been one of the prototypes for Jack London's "Sea Wolf" . In 1891, according to Lewis & Dryden, Capt. Dan took her to Copper Island for a raid and was surprised

by a party of Russians who opened fire. McLean was wounded but the others were unhurt and all took to the boats, reach ing safety, except for one man who was so scared her fell overboard and was drowned. The schooner made good catches in subsequent years on the Japan Coast. McLean left her ALASKAN (Sitka) 8/17/189 tells of her being wrecked 6/28 1889 on Unga Id. She hit an uncharted reef---her crew had to stay on her for two days before it calmed down enough for them to get ashore. Owned by a Wm. Hutter, who was on her at the time. Valued at \$16,000. Built 1875 at Ghoucester, Mass. 93 tons.

MORE INFO. BOOK 35 Page 54

stter the sesson of 1894 and the following year she was ski ppered by Capt. A.C.Fohger. In 1896, she was owned by the Pacific Trading Co. of S.F. and was withdrawn from seal ing because it was no longer profitable. She does not appear in the American register for 1897.

Album	0	ana di	EDWA	RD J. MO	RAN			
0.	Port	broad s	at Seat	tle Port	Pier	as Army	tug.	G.
						and the second		
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EDWARD LUCKENBACH Lg. cargo vessel 1. Port bow; at pier. (P.39; Nov. '51 SHIPS & SAILING) (PHP--4) 2/ Port hole Pict. Truleson of the 708 dis. for my

The Porthole Pict. is probably the 2nd vessel of the name. She is a C-3 freighter of 124788 dwt. tons. 492' long over all.

M.D. 6/11/55 says this is her first trip to P.Sd. from the East Coast. She was built the "Sea Snipe" in the yds. of Western Pipe & Steel Co. in S. San. Francisco. in and was converted for use by Luckenbach in May 1955 at Maryland D.D.Co. in Baltimore.

EDWARD SEWALL Steel 4-masted fullrigged ship "Star of Shetland" 1. No picts. 2. Fair pict. and some info. (Book 44. pp. 13.)pp 14

M.D. 12/9/50 Says Capt. A.F. Raynaud joined her in 1913 as 2nd Mate for a voyage to Dublin Ireland with cargo of grain loaded at the West Seattle grain elevator.

EDWIN H. FRANCIS No. 8779 Old schooner Sitka 1870 12/7/170 Under Capt. A.T. Whitford. 30.85 tons. (New Owners)

EEMDYK PHP. 1. Scandinavian Frtr. 1. Stbā. bow, slow in stream. (Bortholā) .

Holland American Line, was the first refrigerator ship under any flag to carry fresh fruit to Europe via the Panama Canal. On her maiden voyage in 1920 she carried apples and pears and in the spring of 1921 she carried oranges to Europe on the new trade route.

Album 27	E.F.MORAN, JR.	Moran Co. tug.
.Port broad, slow	, New York.	



E. G. ENGLISH

P.Sd. Frt. Wet-ass

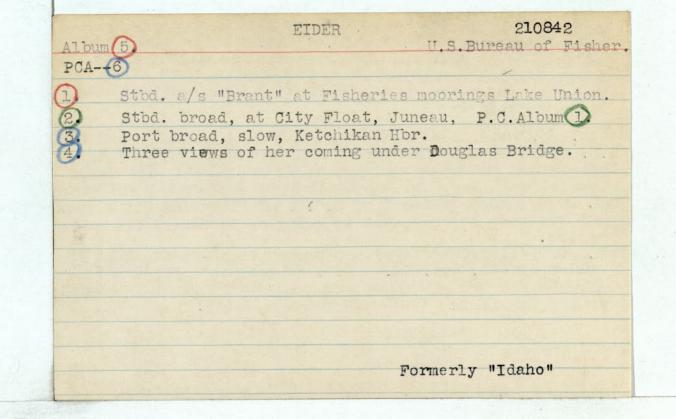
D Port broad, a/s "Tillicum" at dock. (Mag. cut)

Port broad, speed.	(Mag. cut)	

Built May 19, 1951 at Maritime shipyards in Seattle 86' x 26' and v-bottom type. Built for Naket Pkg. Co. and will be used at Waterfall cannery, Alaska. Powered with two D17000 Cat. diesels she cruises at 9.2 knots.

EGYPT Eng. vessel (Old) VG complete story of her collision with French str. etc. (Note Book \$23; pp 123

EGYPTIAN REEFER Danish M.S. Kerr S.S.Co. Have envelope Lg. G.S.File under DANISH VESSELS



Built at Seattle, Wn. 1912. as "Idaho" a gas-schooner. 76 gross; 52 net; 78.3' x 19.4' x 9.2' Had lost her rudder and skag when she hit a reef on St. George Island in Pribloffs about Sept. 10, 1929 Was picked up and towed by the "Chelan" C.G.C. and then taken on by the "Unalga"

Oct. 26, 1932, commanded by Capt. West she hit a reef in B.C. while enroute from Seattle to Yes Bay. (About 4 miles below Green Island on early morn of Oct. 25th) She was grounded over one tide and floated off apparently undamaged Emp. 3/18/1925/6 "Eider" of U.S.B. of Fisheriës hit a rock in Wrangell Narrows, but is going on to Seward for repairs.

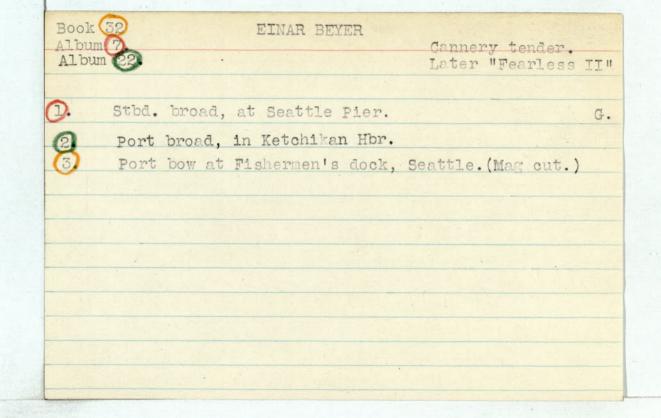
Emp. 8/22/1927/6 "Eider" has broken crank-shaft about 18 miles off St. Geo. Id. C.G. "Algonquin" steaming to he: 5/11/1940/2 "Eider" hit a rock near Ketchikan and damaged her propeller. On Ketchikan ways today.

(2) ETDER Ex B. of Fish. Info. only (Shaft trouble 1955) Album 43 pp. 5. 1. 2: Pict. and info. (To S. Pacific) Album 43 pp. 8. 10/28/1941/2 Of Bureau of Indian Affairs, hit a rock off Green Island, B.C. (Green Top Island). Earl Bright flew to scene. May be sold says Clarence Olsen. 11/1/1941/2 Abandoned (However, she was later refloated and is now in D.D. at Prince Rupert. Keel badly damaged 11/11/1941/6 "Eider" Capt. Geo. Skarbo, being towed to Seattle by the "Pelican"

		EIKEN	MARU			
		The second	ALL STREET	New Ja	p M.S.	1955
1.	VG Porthole	Pict.				
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				1677-SC	12.8	
						11.14
			Party and the second			
					1992	
		138 A.S.				
-	7 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			A LANDA		
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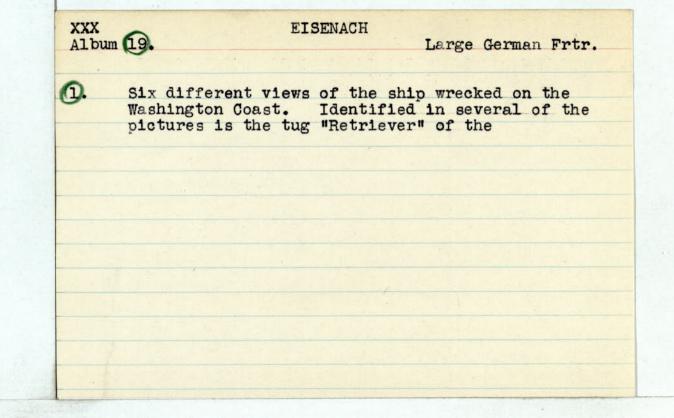
M.D. 11/10/1956-- Coming to Seattle soon under charter to Nippon Yusen Kaisha---other ships in their charter and to come here are the "Malay Maru", "Eian Maru", "Shoun Maru" James Griffiths & Sons, P. Sd. agents. Will load for North European ports and British Islacs

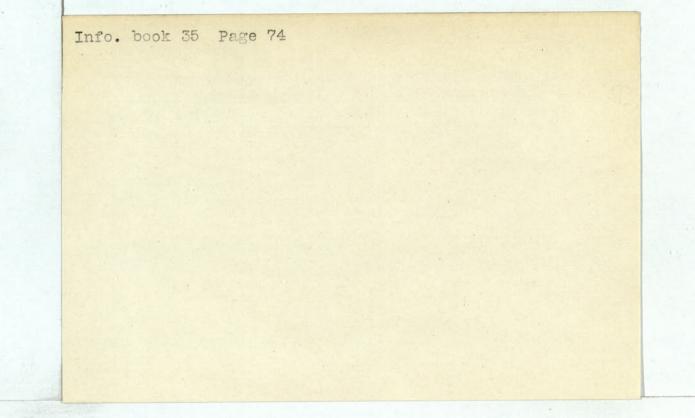
6394 gross tons, no reefer space, accomdates 2 pass. Crew of 53 men, including Capt. I Nakakuki who has been with N.Y.K. for over 30 years. This is his first trip here since 1917 however.



EINAR BEYER Cannery tender, etc. 10/6/1932 New firm formed to trade from Seattle to the Aleutians ---- the Aleutian Navigation Co. The plan to use the vessel "Einar Beyer" Capt. H. Naro, Don Gawley 12/2/1938/6 Frt. "Einar Beyer" here at Coles dock. Has 150 tons frt. Capt. Jim Shelton. 1/16/1939/6 Arr. Juneau today; Capt. Jim Shelton and Chief Eng. Ed. Lonke. 12/18/1939/6 She was aground in Wrangell Narrows and high and dry. Had a fish cargo (frozen) from Juneau to Pr. Rupert. The C.G. "Cyane" and a tug are standing by to assist her off the flats. Aparently not damaged. 2/26/1940/6 Aleutian Island trader "E.B." here, Capt. Ed. Larsen, is here bound for the Aleutian Islands. 2/29/1940/5 "Haida" diver John Rritchard dove for the main bearing of the "E.B." which fell over the side at the Juneau Cold Storage Co. dock. "Hyperien" used as diving boat. See file card in 3 x 5 PEOPLE on man for whom named.

	EINSTOSS 15
P.C.A. 4.	Fish packer
	Rebuilt subchaser
A	
2. Stbd. bro	oad at Conway dock; Sitka
2. Port broa	ad, anchored in Wrangell Narrows.
Annual Contraction of the second	

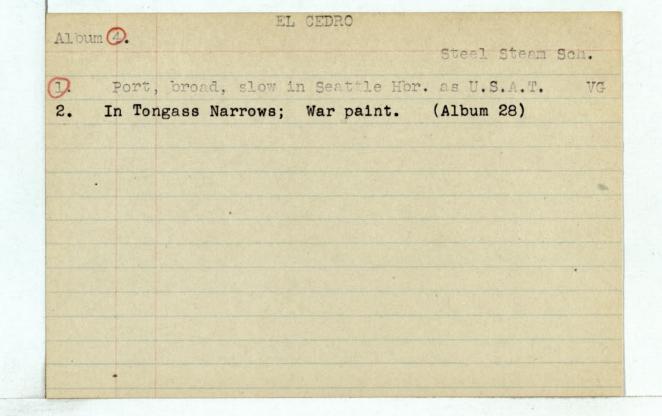




ELBA Sm. frt. S.S. 1. Pict. and info. 187' For sale. Album 43.

1.4.20			EL CAN	PITAN	
	•				Steel st. sch. "Lakina"
					"Oliver J. Olson"
1.	Picts.	as the	"Lakina"		
	ter a manager		ALC: NOT		
1					
		- Sayara -		All and the second	and send the send
			malar a country or	and the provide states of	

3/21/1939/6 Colsolidated-Olympic S.S.Line will operate S.S. "ElCapitan" 4000 ton str. in the Bering Sea route. Sam Taggert of Nome will be Alaska agent. 5/3/1939/6 "El Capitan" leaves S.F. on initial trip to Alaska in new service to Westward.

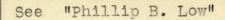


				-	ELDER Old Gold Rush Steamshi				
L.	Have	picts	of h	er as	the	"Geo.	w.	Elder"	

Have reason to believe that the "Elder" mentioned in the DISPATCH Apr. 16, 1910 as having made a trip from Portland in 1897, is the "Geo. W. Elder" For more infosee car on latter.

Elderberry (4.5. Coast quard culter) Information filid in PCA 134A

ELDORADO Yukon River steamer 1. No picts. There is a good pict. of this str. and the "Columbian" leaving Dawson July, 4, 1899 for the start of a race to Whitehorse. See SOUVENIRS OF NOME by E.A.Hegg. D.A.Disp. 1/8/1901 The two autos bound for Dawson are still on the banks of the river at mouth of Hells Gate where they had been unloaded along with all frt. of the steamer "Eldorado" which had hit a rock and sank near the bank.



ELDORADO

Steel Steam Schooners of the P.C.

Lyman.

2310 tons; built 1918 at Craig yards for Pacific Transcort Co. and operated by the Long Beach Shipbuilding Co. Had a second hand triple-expansion engine of 1000 h.p. originally made by Watt & Hinds of N.Y. Laid up at her builders yards in July 1938, after arrival from Seattle and refitted ther early in 1940 after sale to W.C.T. Hwang of Shanghai, China, going under the flag of Panama.

		E.L.DWYEF		
		D. D. D. TD.		
				13 10 10 10
1.	No picts.			
	10 010001		and the state of t	
			+	Constant of the
				ALC: NOT
	the second second			

Check papers Sept. 1911

	ELECTION	Old sailing bark. Alaskan		
1. No picts.				

See reverse side of card on bark "Wildwood"

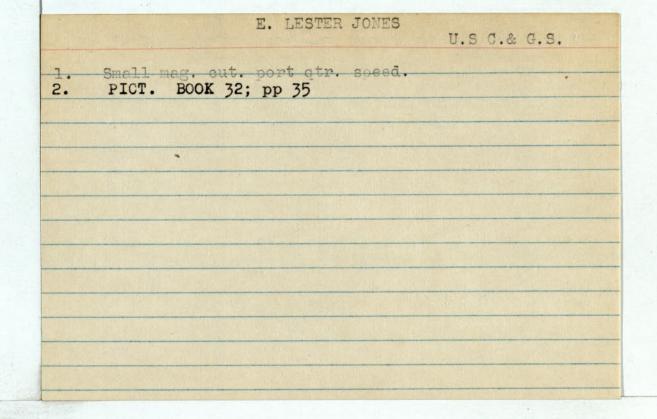
	ELEANOR	01d 1	uxury	steam	yacht
1. No picts.					
			X		
			1.1		

A.M.Rec. July, 1895 says the large luxurious steam yacht owned by W.A.Slater and built at a cost in excess of a million bucks was on her way from S.F. to cruise in Alaska waters. She registered 1136 tons and was second in size and appointment to Vanderbuilt's "Valiant"

	ELECTRA	No. 8283 Sailing bark A.P.A. 1901
1. No picts.		

985 gross; 939 net; Built 1869 at Boston, Mass. 168' x 34.8' x 21.9'

2/16/'89 ALASKAN (Sitka) says she and the "Wildwood" were added to the Alaska salmon fleet this year. D.A.DISPATCH: 9/14/1907 says Bark "Electric" (probaly misspelling of "Electra") of A.P.Assn. arr. at S.F. from Nushagak last night with a large part of her crew in irons and many others bruised as well as some half crazed cannery employees. The Chinks and fishermen drank a potent Chinese gin most of the way down and acted like wild beasts'(quote) The Capt. and Officers put most of the worst ones in irons and knocked the rest into order with a belaying pin."



88' long twin 150 h.p. Cooper-Bessemer Diesels. Commanded in 1944 by Lt. Comdr. E.B.Roberts. Built at Brist A/Kerns in Seattle--as a sister ship to the "Patton" 88' x 21' x 8' Twin EN-6 Model Cooper-Bessemers. 44" x 29" wheels. Built at the Astoria Marine Co. Astoria, Oregon.

Book Album	22		EL	EU		Hawaiian tug. Young Bros.	
1)		broad,	speed.	Good.	(Ma	agazine cut)	
	Contraction of the second		repring				
							1.21
	a desta desta						
		System Sur		53.0	15 14		
19						CARLES STATE	
			100	- Contraction	-		

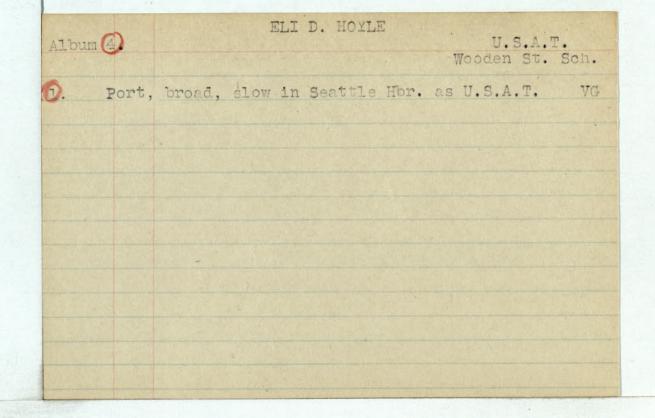
Young Bros. of Hawaii own her. She pulled the big steamship "Golden State" off the feefs at Maalae Bay, in the Hawaiian Ids.

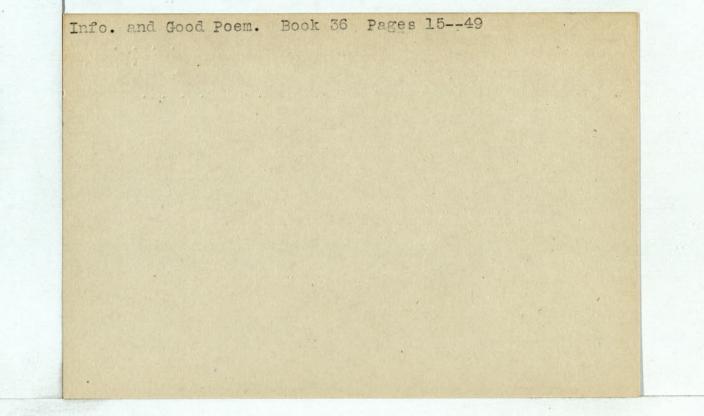
Album 13	ELF		
	· · ·	Old steam	n tug
1. Stba.	broad, at anchor, pa	ainted white; old.	VC
		· · · .	
and the second			
		Now "Foss	15"

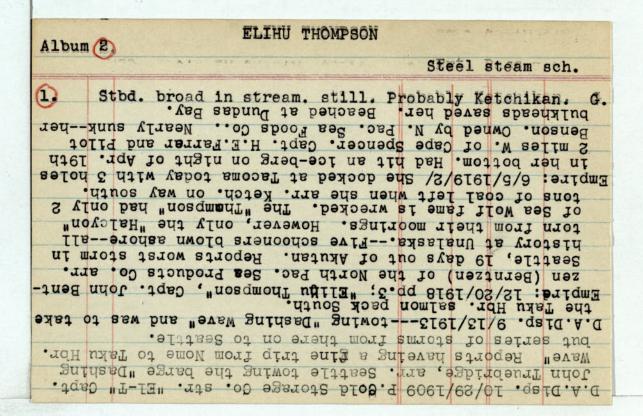
"Foss 15" Re-engined in 1937

	A
.C.A. 5 .C.A. 6.	ELFIN II
P.C.A. 6.	Swanson's fish packer
1. Stba.	broad at side of J.Cold Storage dock.
2. Stbd	. broad at face of A.S.S.Co. dock.
A THE SECTION OF THE	

	ELFIN III	Ex HANNAH C
See file card on HANNA	АН С	







Built 1888 at Newcsstle, Eng. as the "Italian for Norwegian interests. 896 gross; 448 net; 195.1x28'x20.61 Game to the Pacific Cosst in 1897 and in 1898 she went on the Seattle-Stwichsel, Alaska run. Her last owners were the Glacier Fish Co. of Tacoma and she is not listed after 1921.

See old paper in Museum dated Dec. 8, 1898. Story of her escorting two Col. Hiver Str. to Alaska. See reverse side of card on "Game Cock" Mentioned in Mar. 5, 1901 DAILY ALASKAN (Skagway) Says

(brobsf.M.A) IO01 ,02 .voN usenut at bevirta

Mentioned in Mar. 5, 1901 DAILY ALASKAN (Skagway) Says she is to stop at Taku cannery on southbound trips from St. Michael after this spring.

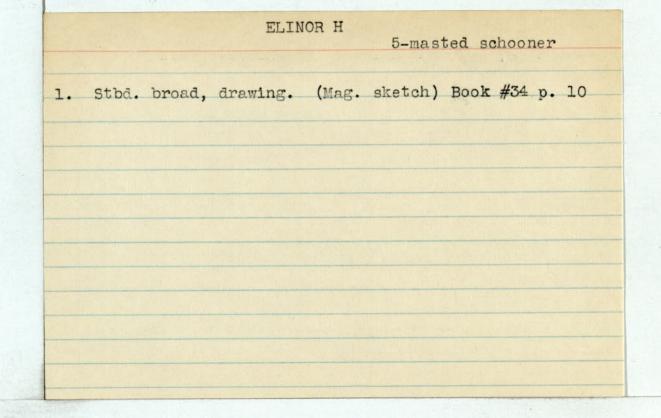
Capt. H.B.Jones, commanding May, 1, 1901

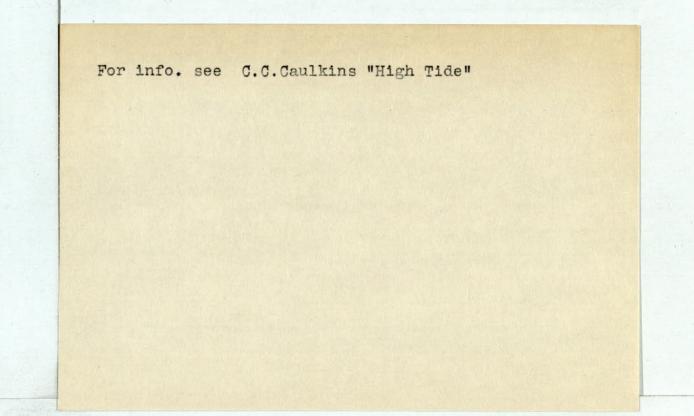
Arrived at Skagway towing the barge "Dashing Wave" 9/9/'06 and after unloading towed the barge to Taku Hbr to the cannery of the Pacific Cold Storage Co. and left her while the "E.T.". went West. She was to pick up the barge on her return.

Was at Nome 6/23/1903

(2) ELIHU THOMPSON ELIHU THOMPSON Old vessel 1920 Emp. 8/12/1920/7 The Str. "Elihu Thompson" of the North Pacific Sea Products Co. has been sold to S.American intereste in Calao and pending her return from Akutan, with the barge "Fresno" in tow, will be then loaded for Peru. She was owned by the Pac. Cold Storage Co. up until two years ago ath which time she passed to N.P.S.P.Co. She is an iron steamer and was built in Newcastle, Eng. 1888 195.1' x 28' x 13.6' Empire: 10/26/1920/2 Name changed to "Rosita" by Peruvian Interests. VG. History in A/S Dec. 1965 page 30....

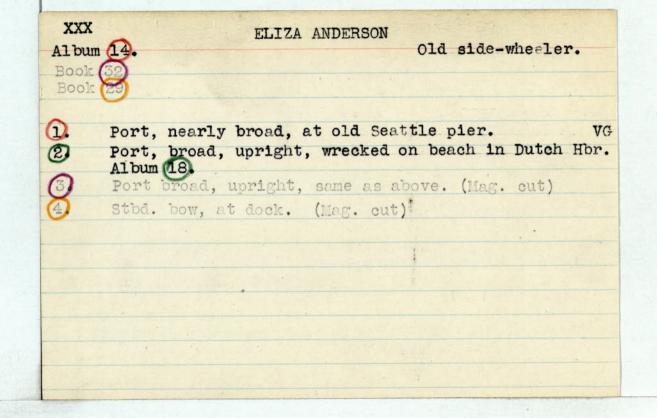
ELIHU THOMPSON Album 12. Liberty ship Port broad near Point Young, 1945 D





ELISABETH BAKKE Nor. M.S. Album 43. 1. (Info. and pict. of master)

	ELIZA
	Pacific Sealing Ships American schooner
1	H.J. Snow in his "In Forbidden Seas" lists two vessels
+	of this name as engaged in seal and sea otter hunting out
	of Yokohama. One of them was wrecked on Yetorup Island
	and the other was sunk by the Russians. He does not give
1	dates or other data.
-	
1	CARGENERS AND A REAL PROPERTY AND A
-	
1	
-	



Built 1858 at Portland Ore. 134' x 25' x 8' In 1890 she was laid up in Deadwater Slough. Then taken out of retirement during the gold rush and sent north. Started for St Michael Mær. 1, 1898 and made it to Dutch Hbr. where she broke loose from the dock in a gale and went ashore----to eventually break up.

MORE INFO. Book 36; Page 71 MORE INFO. BOOK 35; Page 49 MORE INFO. BOOK 37; pages 38 and 39

ALASKAN (Sitks) 10/9/'97 says "E.A." was in distress, but finally made Unslasks on Aug. 4th, 1897. Had 109 pass. for St Michael. Pass. had to be her**ddd** below to increase her stability and when they got to Unalska they decided to abandon her as unseaworthy. They chardered the sch. "Baranoff" of Orca and continued on to their destination. "Baranoff" of Orca and continued on to their destination. "Baranoff" of Orca and continued on to their destination. "Baranoff" of Orca and continued on to their destination. "Baranoff" of Orca and continued on to their destination. "Baranoff" of Orca and continued on to their destination. "Baranoff" of Orca and continued on to their destination.

ELIZA EDWARDS Canadian Steam Schooner Pacific Sealing Ships 37 tons; Built in Vancouver, B.C. in 1891 Reported sealing in Bering Sea in 1891 but her catch was not given and she is not again listed with the sealing fleet. Marine Digest. ALASKAN (Sitka) 8/1/191 she was at Unalaska after coal.

ELIZABETH Old Coastal Steamship

1. No picts.

Reported wrecked a few miles up the Calif. coast from scene of wreck of "Rio de Janiero" and at the same time. Feb. 22, 1901. 17 of her crew were lost. DISPATCH Jan. 11, 1910

ELIZABETH Pacific Coast Wooden Steam Schooners Lyn	ian
363 tons; built 1903 At S.E. by W.F.Stone. Had 350 h.p. compound engine from Fulton Iron W and carried 400-M ft. lumber. Owned until 1927 by Emil T Kruse of S.F. then g	
to Hobbs, Wall & Co. She arrived at S.F. from Eureka in Apr. 1939 ar was laid up	ıđ

ELTZABETH A ROLPH Pacific Coast Wooden Steam Schooners Lyman A steam schooner of this name, 240' long and designed to carry 1800-M ft. lumber was under construction in the Roloh shioyard on Humboldt Bay, Calif, in Jan. 1922: but work was later suspended on her. When the site was acquired by the Hammond Lumber Co. the unfinished hull was launched to clear the ways on June, 9, 1924 No record of the disposition of the hull has been found.

ELK Sitka abortion 1. Pict. towing logs at Chichagof in 1918 (PCA--7)

ELK NO. 1. Old Nome str. Small. 1901 See 3 x 5 file card for more info. 12/6/1901 she arrived at Juneau from Nome --- 35 days out. Rough and tough trip. Had lost her rudder between Unga and Kodiak, jury rigged to a harbor then beached and new one made. Was owned by H.G.Barthrud of Portland, Ore. (Customs Collector) and skippered by C.pt. Dunham.

	ELLA ·
	Yukon River str.
1. No picts.	

Operated on the River 1905 to 1907.

Purchased by the N.A.T.&.T.Co. in July 1907 from Tanana Trading Co. along with the "J.P.Light" and the barge "Independence"

	ELLA G.	Old schooner
1.		
and the second s		

Capsized Jan 20th, 1906 off the coast of Van. Id. B.C. All 6 of her crew including Capt. Alexander McLean (Sea Wolf") a notorious seal poacher who has a warrant for his arrest pending at S.F. Alex McLean's name is oft connnected with his sch. "Carmencita" D.A.Disp. 1/26/1906

ELLA JOHNSON American Schooner Pacific Sealing Ships 112/12 tons: gross; 106.52 net: built at Port Angeles, Wn. in 1894. 84.5' x 22' x 9.3' O.N. 136449 Capt. Edward P. Miner, who lost his schooner, the "Henry Daniels" on the Japan Coast in April 1894, returned to Seattle and fitted out the "E.J." He took her out to the Bering Sea and made a catch of 1214 skins, the largest catch by an American vessel that season. This appears to have been her only season in the sealing fleet.

and the second second

and the second ELLA ROHLFFS Sm. old Str. I The I I was seen in the same in the Alaska 1912 D.A.Disp. 3/30/1912 says she was sold at U.S.Marshall's Sale at Ketchikan recently for \$6007.29 Has often been nick-named the "Ella Rollover" because she has been known to have capsized several times. FAIR PICT. OF HER LAYING AT THE DOCK IN KETCHIKAN IN AN OLD PICT OF NEWTOWN FROM ABOVE. (Schaller's # 3)

EL LEBO U.S. tanker. 1. No pict.

Oct. 11, 1923 she grounded near Vancouver, B.C. during a heavy fog. ELLEN

Pacific Sealing ships

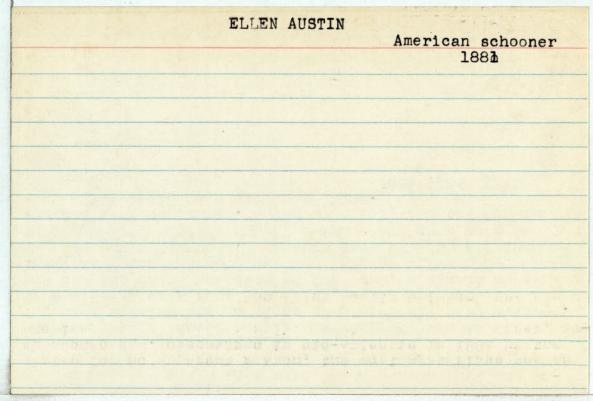
American schooner

12.66 gross; 12.03 net 39.6'x14.5'x5. O.N. 135838 Built at San Francisco in 1885. Was a scow schooner, a type developed for use on S.F. Bay and the Sacramento River.

In 1887, she was owned by Claus J. Lilliquist and w went to Bering Sea in charge of Capt. Tom H. Wentworth with a crew of six. On Aug. 6, she was seized by the Rev. cutter "Rush" and 195 seal skins, 3 rifles, and 3 shotguns were confiscated. She was ordered to Sitka and returned to S.F. instead. This seems to have ended her sealing career. She was registered at San Diego in 1897.

Marine Digest.

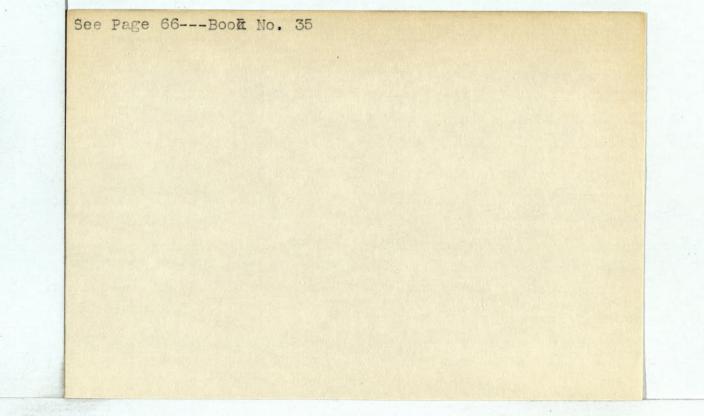
ELLEN Pacific Sealing Ships American schooner 12/66 gross: 12.03 net: built at S.F. Calif. 1385 36.9' x 14.5' x 5' 0.No. 135838 She was a scow schoone: a type developed for use on S.F. Bay and the Sacremento River. In 1887, she was owned by Claus J.Lilliquist and went to Bering Sea in charge of Cast. Thomas H Wentworth with a crew of six. On Aug. 6, she was seized by the Rev. cutter "Rush" and 195 seal skins, 3 rifles, and 3 shot-guns confiscated. She was ordered to Sitka but returned to S.F. This seems to have ended her sealing career She was registered at San Diego in 1897



Among the ships that have been found adrift and deserted for no apparent reason, the most mysterious was an abandoned sch. discovered in mid-Atlantic in 1881 by the American vessel ELLEN AUSTIN. Everything was in order, nothingwas missing and no signs of a atruggle were evident. Soon after a crew from the Ellen Austin had been put aboard and the two ships had started for port, a squall separated them, and when the schooner was located a few hours later she was again deserted. Another crew was finally induced to go aboard, another squall came up and once more the two vessels were separated. The schooner, and the men on her were never again seen nor heard from.

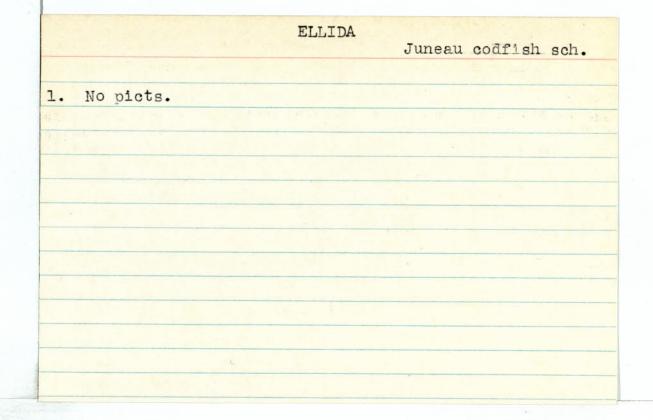
June 1954 TRUE

	ELLEN J. McKINNON 2-masted schooner
l. No piets.	



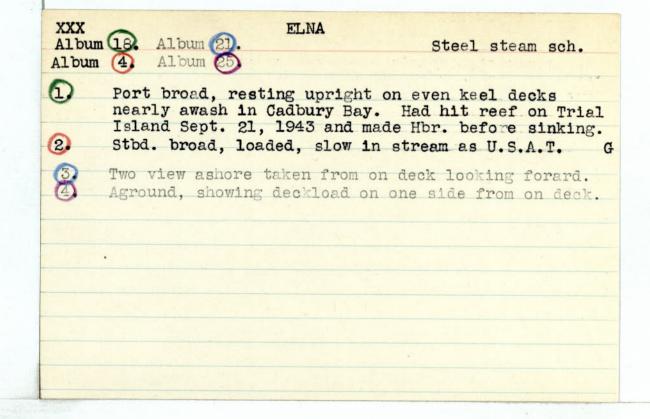
Albur	n ③ Army Mine	layer.
0	Stbd. broad, speed, near wooded point.	VG
		2000 21C

	ELLEPY W NJ		yer and cable-
/16/1937/4 her at la	New mine-layer and unching.	Cable-ship.	Pict. showing
		1	



Dec. 8, 1911 she was wrecked at Sand Point. No lives lost D.A.Disp. 12/8/1911 says The old Juneau Schooner "Ellida" which laid on the beach below the sawmill for some time was refloated late this fall and repaired and outfitted by a group of Juneau men to go West and scout out a good location for a cod-fish plant. Under Capt. H.N.Johnson she left Juneau Oct. 21, 1911 and became a complete wreck at Sand Point on the Alaska Peninsula in mid-Nov. She had a small 4 h.p. gas engine for auxiliary power which was not strong enough to keep her from being blown on a windward shore. The crew, Capt. Johnson and the little gas-engine are all that was saved from the wreck.

Albur	n (9).		ELM	ORE				
					As	diesel t "R.P.El	more"	
0.	Port,	broad,	speed,	Seattle	Hbr. as	tug.		VG



P.ct taken 9/21/43 in Cadbury Bay, B.C. She had hit Trial Id Reefs. Raised only to be lost again for good Dec. 27, 1943 in Wide Bay, Alaska.

EL PRIMERO Lg. ocean steam vacht No picts. Some info. in Book 37; page 22 1. VG pict. pp. 14 in Book 44.

		BASSE	~ ~	Da	nish	Frt.	
1. On fire.			Book	40;	pp.	53	
		54 54			•		

No. 136031 **ELSIE** Some kind of dad str. in Juneau, 1900 Mail boat--cannery tender. 1. No pict. FULL HISTORY IN LARGE FILES Chief W.F. Donnelly and 7 others in crew. Arr. Unalasks 7/17/191 on her initial trip. ALASKAN (Sitks) 7/11/191 Arrives Sitks; Capt. J.E.Lennon, for each round trip. .00GIS Juods ai yenom Jostinos .eve. T.2 Js 0881 Jliud to begin new mail run July lst --- Sitks to Unalaska. ALASKAN (Sitka) 6/20/191 North American Comm. Co. str. "omlse" no base to Masd no faird aad .alduort rad to thuses an account of her trouble.

A notation in an old ALASKA DAILY DISPATCH says strs. "Elsie" "Queen" "Bertha" "Ruth" and "Humbolt" were in Juneau Sat: Sept. 1, 1900.

Built 1889 ;65.73 gross;37.69 net159 gross; Had 40 nominal h.O. steam and 80 indicated h.p. Stranded at Valdez, Alaska, Dec. 31, 1910. There was no one on board at the time.

The North American Commercial Co. str. "Elsie" was to make her last trip from Sitka to the Westward on the mail run and a larger ship was to replace her.... J.C.M.R for Sept. 24, 1891

Built 1889 at S.F. Calif. 65.73 gross; 37:69 net. 77' x 20' x 8' Had steam rated 40 h.p. nominal and 80 h.p. indicated.

MORE INFO. BOOK # 37 page 62

Gapt. W. Thomss left Sitka 5/6/'92 on her mail run to the Westward. 10/5/'92 she was over-due at Sitka. Mr. DeGroff and Sitka people get up a petition asking the U.S.S. "Mohican" to search for her. Commander H.L.Bohnson refused, then sailed south. "Pinta" also refused to go--declared unseaworthy.

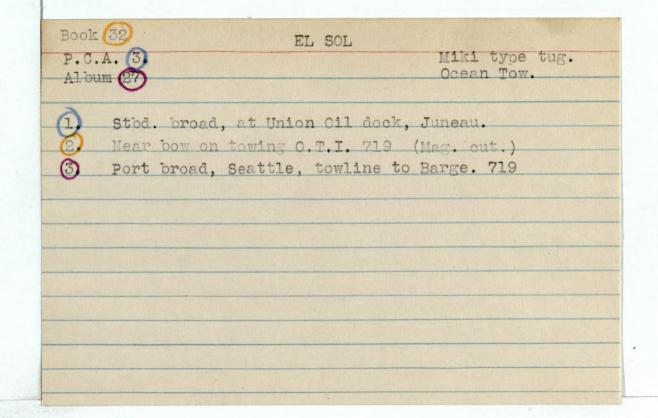
ELSIE Old P.C.S.S.Co. str. 1907 No Picts. DAILY ALASKA DISPATCH: 9/5/1907 says she was a steamer chartered by the P.C.S.S.Co. for the S.E.Alaska run and after unloading frt. at various ports would stop at Shakan on her way south and load a cargo of Prince of Wales Island marble.

ELSIE Racific Sealing Ships	American Schooner.
59.87 gross; 56.88 net. 67.7 Built at Port Tow send in 1894. In 1895, she carried a crew	Off. No. 136486.
under Capt. N.T.Oliver and hunted American side, taking 209 skins. she was skippered by Capt. F.W.Cu	The next two seasons
Japan. She is not listed with th	le Ileet alter 1897
	•

	ELSINORE	Sælling bark Cannery ship
1. No picts.	-	

Contraction of the second second

Commanded by Capt. Anderson and had 30 men and 45 Chinks. She was at Wrangell in May, 1893. (See "Novelty") Info. Book 35; Page 42



Story of Shemya trip. Book 37; page 27

			EL SOL		New uni	1+ 50	T) [[]	0. D
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		near broad;		at 1	Portlai	nd ya	rd.	(Mag.cut
2.	PICT.	BOOK 32; p	p 8					
3.	PICT.	BOOK 34;	pp 14.					
					12 1017		-	
2								
					1017		Part	-
-							-	
L. T. W								
-	The state of the s							
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1								
	THE REAL PROPERTY			Re-		1 1		

She is an ex-Navy tug similiar to the "Tatnuck" which won Maritime Day races on Puget Sd. in 1950

Purchased in July 1951 by Portland Tug & Barge. 181' long. Powered with twin Busch-Sulzer diesels turning a G.E. propulsion motor (diesel-electric drive) Martin Guchee arranged trip north from Pedro and Tommy King was Master.

Portland Tug also purchased an LST and tug hull on the gulf. These were brought around through the canal a were to have been picked up by the "El Sol", but there were difficulties at sea with the gulf tows and the tug came north on her own.

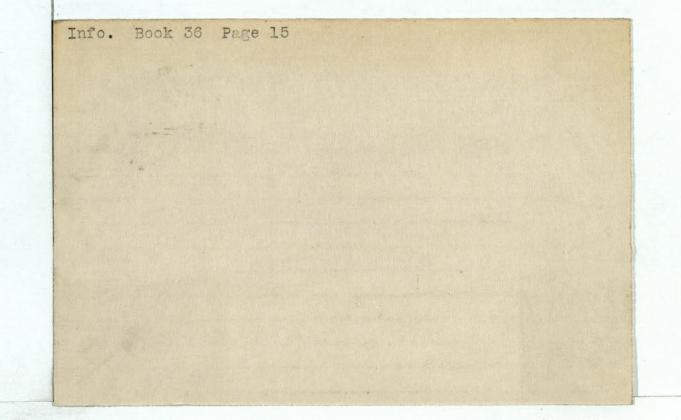
PMB' Sept. 1951 Page 13

See troubles page June 2, 1952 in DAILY REMINDER Story of Capt. Pat Carbough rescuing 52 from Texas Tower. etc. (Book 39; pp. 42

	ELSUNO		
		Yukon Rive	r str.
1. No picts.			
T. No 010001			
	Seren and Series		
And the second second			
	A CONTRACTOR OF CONTRACTOR		

Listed as having been on the Yukon in 1900 by old papers.

Book 29	ELWHA	P. Sd. Ferry.
() Broadside.	(Magazine cut)	



ELWOOD Old schooner Alaska 1895 ALASKAN (Sitka) 4/20/'95 under Capt. Chester, she left S.F. to fish halibut in Alaska. Departed S.F. Jan. 24th, went to Departure Bay, then to Juneau and to Glacier Bay to

pick up ice. However, just off Hoonah she saw a very big iceberg stranded on a reef. She moored to it, since it saved goint to Muir Glacier for ice. Had about 25 tons onboard when ebb tide rolled the berg over. It picked up the schooner and the crew had to leave in the small boats. As berg listed further it raised the schooner higher until finally the sch. slid off with quite a spaash but uninjured. They boarded her and proceed. Story corroborated by Capt. Wyman, owner who was also on board the vessel. ALASKA SEARCHLIGHT 12/21/1895 Tells of wreck of the sch. "Elwood" She was built at Bath, Me. 34 years ago and was originally the Government survey boat "Yukon". Two years ago Capt. Wyman bought her. She wrecked on Pt. Gardner on night of Dec. 9th, 1895. Had 11 people on board. B.F.Gadstrom, Swede, age 21, drowned. Etc.

ELWOOD Small Juneau steamer
Unert Sundar Storador
. Have pict. of her as the "Yukon"
KŢŢŢŢauoo.
ts fiel sevits S bus neelo sio, "blodoshT" to yoos bus
TOULT BUBM, (UDIAT. B. S. TYLET, B. W. PLEUL OT M. OT
deo santsad signo Orowned. Orowned.
TOTA 250 OT 1010, ALT FOCKS 04:00 MICH 10 02:10 MICH 280 PL
Killignoo Dec. 1st. Fished halibut. Left Dec. 9, Ior Rock
. Tood crossing of Gult. Took 20 tons ice in Gissors bay.
Oct. 25. Hit storm Cape Elizabeth. Made shelter9 days.
J19. I. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
haltbut banks off Cape Flattery
load 50 tons of ice in Glacier Bay then proceed to the
tons coal in Juneau at Peoples Wharf. From her she was to
2/18/195 paper saka "Elwood" Capt. E.E.Wyman unloaded 80
t Killisnoo the Rev. cutter "Wolcott" took them to Juneau
Allianoo in the Indian cancesa trip which took 8 days.
Ther considerable abuse and hardship they were taken to
or one old Native and his wife, would have killed them al

. .

She was a small steam-schooner type vessel of 92.5 tons gross and was originally built as the little U.S. Coast Survey str. "Yukon"

On Dec. 13 1895. she left Killisnoo, and headed down Chatham. As she neared Pt. Gardner a strong East wind came up and shortly after she beat around the point it had increased to gale force. The little steamer was unable to proceed against the wind and sea and was being driven on the rocks so Capt Wyman dropped his anchor. This did no good, for with the hook down and the engine running she was still blown ashore. On board with Capt Wyman were 6 men, a 15 year old boy and two natives. The "Elwood" began breaking up almost immediately and the people on board had to hang on to what remained above water for 8 hours before they could make it ashore. One man was lost when he attempted to swim ashore and the 15 year old kid swam through the breakers shortly after the boat hit. When the rest of them made shore the next morning they found the kid all dried out and in fine shape. Soon they the camp of some mean Kake Indians, who had it not been

	ELWOOD	Sm.	pass.	frt.	str.
The second second second second second	William An Inc. & March	0	page.		
				and the se	the second
1.			14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Mark Contract of the Contract of the State	Manual and Them			Sill.	
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		THE PLANE	100	1	
	No. 19				
		a transfer into			
		and the second second		Sand Unit	1 million
and the second					
	Martin Contraction				1
					Sec. B. St.

A PROPERTY AND A PROPERTY

Built 1891 at Portland, Ore. for frt and pass. work. 510 gross; 420 net; 154' x 30' x 7.5' She burned 1905 at Port Susan.

Book 3 ENBLEM II	Small Troller Eberhardt's
() Sitting on rocks. (Mag. cut)	



Post Card Album 1)

German Cruiser.

1

Six views, one in Panama Canal, one at sea and four anchored in Juneau Hbr. June and July 1927 Picture of German Cadets marching in alley by Juneau Young Hdwe Co. Juneau.

Emp. 6/27/1927

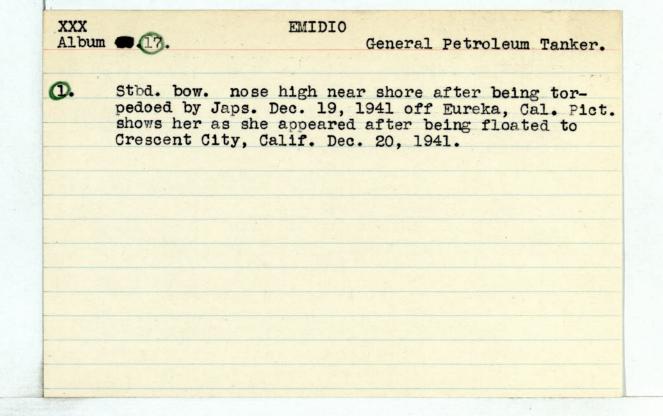
Capt. Richard Foerster and his aid Capt. Lieut. Wurmbach, arrived in Juneau 11:00 June, 26, 1927 and stayed until July, 5, 1927. She was 516' long and had 55' beam. Built 1925 at Wilhelmshaven, Germany. 490 crew, 103 cadets and 25 officers. Mounted eight $6\frac{1}{2}$ " guns; two 3" guns and had 4 torpedo tubes.

Emp. 7/6/1927/8 Visit of Cruiser "Emden" was brought on by fine treatment affored a previous German war vessel, the crusier "Falke" which visèted Juneau in 1905, says Adm. Behnke, who was then a Capt. and in charge of her. Emp. 7/7/1927/8 "Emden" leaves for Skagway. 11 days here.

EMERALD STRAITS Small Can. tug. 151 1. Stbd. near broad, speed; (Mag. cut) (Book 33; p.31) 2/ Similiar to above. (Mag. cut) (Book 33; p. 11)

Built 1949 by Allied Builders Ltd. for Straits Towing Co. Ltd. 55' x 16.2' x 9' 46.13 gross tons. 3/8" steel plating and bow reinforced with 7/16" plating for ice breaking.

Powered with a model D-397 Caterpillar Diesel eng. of 400 h.p. 1000 to 1200 r.p.m. continuous service. 12 cyl. 5 and three qtr. x 8" bore and stroke. V-type.



Feb. 24, 1951 M.D. says venture of removing her from sands in entrance to harbor of Crescent City, Calif have so far proven jinx for Robinson & Smale. They are now \$35,000 in the hole and are still trying to remove the vessel. See 'Secrets of 100 Sunken Ships' Envelope No. 17. 12/22/1941 Says she was torpedoed about 20 miles off Blunt Reef Lightship and 31 of her crew was picked up but 5 are missing. 6912 ton tanker.

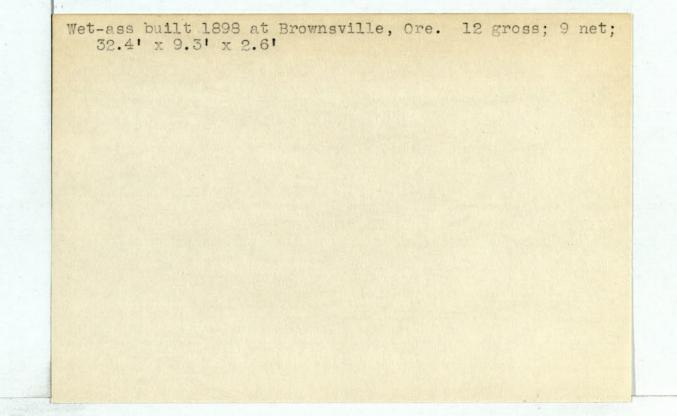
EMILY Wooden Steam Schooners of the Pacific Coast Lyman 285 tons, built 1887 at S.F. by C.G.White Drops from the Registry in 1894.

L. No picts.			EMILY F.	WHITNEY	3-masted bark
	1. 1	No picts.			

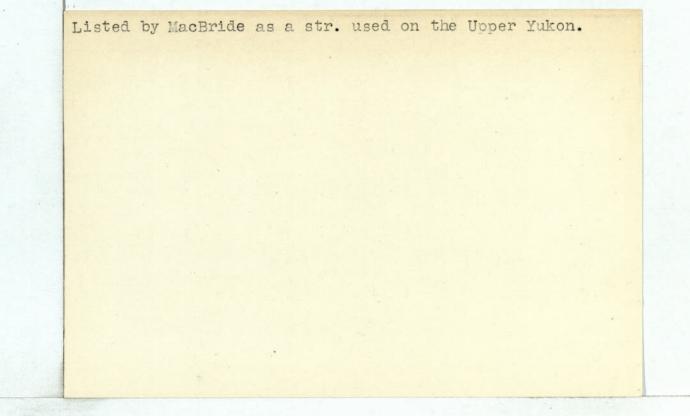
M.D. 12/9/50 says she operated between S.F. and Hawaii Built in Boston in 1880. Capt. A.F. Raynaud, widely know Seattle marine surveyor started his career in her as a cabin boy.

									P. Sd. str. (Sm. See "Wildwood"
See	reverse	side	of (card	on	P.	Sā.	str.	"Wildwood"
		-							

	EMILY M	No. 136667 Yukon River str.
1. No picts.		



	Yukon River steamer
No picts.	



EMMA

Pacific Sealing Ships

American schooner

In 1893, commanded by a Capt. Hansen, she hunted up the coast and put into Douglas, Alaska, where she picked up 3 additional crew members. They crossed to the Asiatic side and were blown in the Okhotsk Sea in a gale and seized by the Russians. The crew was taken to Vladivostok and imprisoned but most of them escaped to Japan and eventually reached home. The 3 Douglas men returned home in June 1894 (This, from the June 22, 1894 issue of the Sitka Alaskan, is the only information found on this schooner.) There were two "Emmas" in Alaskan waters this year. Off. No. 136370, 22 tons; built at Shakan, Alaska in 1892 and owned in Juneau. And 136128 (O.N.) 25 tons, built at Benica Calif. in 1890 and owned in Sitka.

EMMA	American schooner
Pacific Sealing Ships	American schooner
In 1894 sailed from Port	Townsend under Capt. Bron
Bronson and took 66 seal skins	on the American Coast.
She was also licensed to hunt ed to have dropped out of the	fleet (Pelieved to be
a different vessel than two pr	evious "Emmas" mentioned.
	the second s
and the second	
The second s	

	EMMA	
	131/11/12 2	Old Juneau sealing
	and the second second	schooner
		schooner.
1. No picts.		
	10 C C C C C C C C C C C C C C C C C C C	

She was towed to sea in Stephens Passage by the little steamer "Lucy" on May 13, 1893.

EMMA Juneau hal. boat. Tom Ness, O'Dell. (PCA-10) 1. Pct. at N.C.Co. after being raised.

Album Book	1	EMMA' ALEXANDER		fic S.S. e Passer	
		rt, braod in stream, speed, rt bow, still in stream.	"CO1	IGRESS"	VG

Marine Digest May, 1, 1948. Many remember her when she burned off the Oregon Coast in 1916 as the "Congress" She was completely demolished by the fire and rebuilt as the "Nanking" and later became the "Emma Alexander" During War II she became a transport under the British flag and was known as the "Empire Woodlarks" and was still afloat under that name at this writing. MORE INFO. BOOK 36; Page 22

"asergnoo" no bras sed

Built 1915 at Camden, N.J. as the "Congress" 7795 gross; 4428 net; 425.8' x 54.9' x 29! Originally built for the Pacific Coast 5.5.Co. and used on P. 5d.--5.F. route. Sold after burning in 1916 off Coos Bay to the Chineese and was renamed "Nanking" In 1922 she passed to the Admiral Line and was renamed "Emma Alexander" Laid up in 1950 with the rest of their fleet when the company went into receivership. Nothing further on her. Ment into receivership.

EMMA and LOUISE

Pacific Sealing Ships

American Schooner

89.15 gross: 84.70 net, built at Little River, Calif. in 1874 by Thomas W. Peterson. 83'x 26' x 7.1' Official Number 135066

In 1879 was carrying supplies from S.F. to Unalaska for the Ala ka Commercial Co. with C.pt. Knudsen, master. First reported in the sealing fleet in 1891 when she took 1080 skins. The next year she was listed as owned by C.D.Ladd of S.F. and skippered by Cast. Geo. Wester, with a catch of 1342 skins. Capt. Geo. Scott was master in 1893 and took 1522 skins. In 1894 and 1895 she hunted on the Japan Coast with Capt. Alex McLean in charge, during the latter season, the poorest in her sealing career. Her total catch was only 857 skins. That seemed to have been her last season in the sealing fleet. In 1897 she was registered at San Diego and used in the coasting trade to Mexico.

Album	1 @3		EMMA HAT	RRIMAN	Old side, wheeler.
1	At dock,	early	Seattle,	with '	"Olympia I"

		Bering Sea.
. No picts.		

Mentioned in a story in JUNEAU CITY MINING RECORD Nov. 12, 1891 pretaining to whaling in the Bering Sea. She was in command of a Capt. Fish.

EMMA HAYWARD No. 8763 Album 26 Old P. Sd. Wet-ass From Lewis & Dryden Port broad, still in stream. (620 neg.) Port bow at old pier.

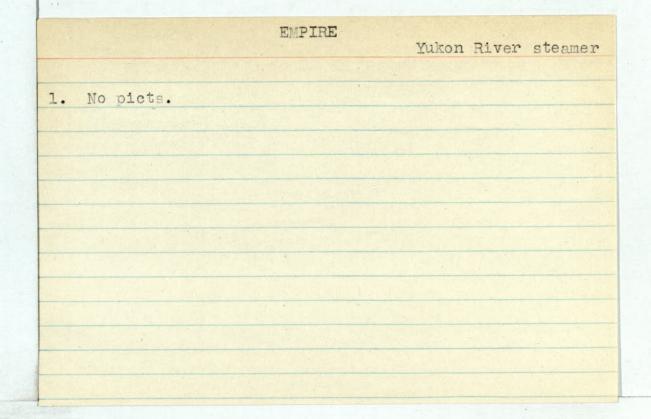
Built 1871 at Portland, Ore. 618 tons; 456 net; 177' x 29' x 7.5'

	EMMA NOTT	Yukon River str.	
		TURON NIVEL SUL.	
1. No picts.			
	and the second	March Lares	
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			-
		· · · · · · · · · · · · · · · · · · ·	

Built 1898 on Lake Bennett 48 tons. Arrived Whitehorse 10/18/1901

	EMMA UTTER	3-masted schooner
		o massed Seriooner
No mieta		
L. No picts.		
Martin Contraction		
		*

See page 66----Book No. 35



Steel hull. Built at Seattle 1899 for the Empire Trans. Co. Was a sister ship to the "Alaska" The above company was a subsidiary of Standard Oil Co.. She came to the Yukon under her own power.

EMPIRE CONSEQUENCE Album 15. New unit of A.T.Co. 1. Port near broad, being assisted by tug.

Purchased from Maritime Comm. in 1947 by the Alaska Transportation Co. for their Alaska trade. Built in Germany and seized as reparation. ATCo. paid \$112,000. She was being converted when the ATCO. decided to withdraw from the trade and the vessel is now idle in Lake Union. M.D. Feb. 26, 1949

May be sold to Scandinavian interests. She was one of 4 ships (German) taken through the quadripartite agreement of 1946 (Others were "Seatrader"; "Gen. Wiegand" and "Empire Blackwater" None of these vessels measure up to American standards and cost of converting would be prohibitive. (Inadequate crew qtrs.; inadequate drinking water capacity and wiring system is not up to U.S. safety standards. M.D. June, 4, 1949

EMPIRE CONSEQUENCE Ex German Frt. taken over by A.T.Co. Sec. 1. No pict.

See 1947 DIARY Page. Jan. 25.

In July 1951 she was sold to Finnish interests for a reported \$325,000. A coal burner she was to have been converted to oil by the Alaska Trans. Co. but the company went out of business and the vessel was laid up in Lake Wash. In late July 1951 she was towed to Winslow for drydocking and overhaul before sailing south enroute to Helsinki.

She was taken as a prize of war from Germany in War II Built as the "Frederich Bischoff" at Lubec, Germany in '40 Served under Britain in War II and later transferred to American flag. 303' long 43' beam 2887 gross and had 1520 h.p. coal burning steam. M.D. Aug. 4, 1951

EMPIRE WINDRUSH Br. troopship 1954 Vg. picts. and story of her burning. (Note Book 23; pp31)

EMPRESS OF AUSTALIA C.P.R. Liner 1. No picts. 2. Port broad, anchored. Page 66; July '52 S.&.S. 10 .

The 22,000 ton vessel has been sold to the Briish Iron & Steel Corp. of Londen and will be scrapped. She operated under charter to the British Ministry of Transport from the end of War II until sold in 1952.

She left Van. B.C. 5 years in the Oreiental service, making her lst. trip in 1922 and her last in 1927. Then sent to Great Britain and re-engined and was used in the Atlantic prior to War II. In 1923 she made world fame-was at Yokohama during great earthquake and was at pier that collapsed and caught fire----she fouled a line in her propellor but was able to get clear and for the next week was a leader in rescue operations.

Was built in Germany in 1914 for the S.A. service of Hamburg-America Line. Taken over by British as reparation ship after War I.

M.D. Apr. 19, 1952

More info. page 65; July '52 S.&.S. More good info. page 67 in Book 37 For sale etc. BOOK 45; pp 1.

EMPRESS OF AUSTRALIA 2nd. vessel of name. Ex. "De Grasse" 1. Pict. and inflo. P. 35; June, '53; S.&.S. 2. Sold Mar. 1956 (Book 44; pp. 30) 3. For sale, etc. BOOK 45; pp 1.

EMPRESS OF BRITAIN Large Canadian Liner Good stbd. broad. (Page 41; Aug. '52; S.&.S) 1. 2. PICT. First pass. vessel in St. Lawrence '57. (Book 45; pp 25.)

EMPRESS OF BRITAIN Lg. liner. 155 1. Can. Pac. S.S.Co. liner 1955. (Info.) Album 43. 2. VG. pict. and info. pp. 5 S&S Summer 1956

EMPRESS OF CANADA Lg. Canadian Liner. PHP. 1. "Dutchess of Richmond! Stbd. bow, still in some island hor. (Porthole) 1. 2. Port broad, speed, Vancouver Narrows. (Porthode) 3. V.G. Stbd. bow from air. Den. 153 S&S Page 1. 4. Pict. and story page. 4, S.&.S. Apr. 153 5/ Pict. and story of her salvage. S.E.S. Summer '54; pp54 6. V.G. pacts. and story of her being raised. See pp. 20 in Winter, 1955 S.&.S. 7. PICTS. On side. etc. BOOK 33; pp 42-43-47

Some infol in 1947 DIARY Page Jan. 28. MORE INFO. Book 36 Page 20

Info. on burning 1953. Book 40; pp. 38, 39, 40. Righted after fire---Album 39, pp. 5. No sabotage say authorities. Book 39, pp. 65

EMPRESS OF CANADA "Dutchess of Richmon V.G. picts. and story of raising her after fire... PP. 20; Winter 1955 S & S. Righted in 56 minutes! Book 39; pp. 5. No sabotage found in Burning of "Empress--"(Book 39;pp 65)

EMPRESS OF CANADA

Canadian liner.

10/14/1929 She hit rocks and ran hard aground in a dense fog near the William Head Quarrantine Station at Homer Bay near Albert, B.C. in Straits of Juan de Fuca. She was returning from England with 96 pass. The Str. "Otter" took off her pass. She is leaking in 3 holds, but is not believed in immediate danger unless a storm comes up. So far tugs have been unable to budge her. 10/16/1929/7 Pulled off rocks and taken to Esquimalt. Has several hundded feet of bottom damaged!

	EMPRESS OF	CANADA		
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M.D. Jan. 16, 1960 New CPR Liner to be Launched in May. Mrs. John G.Diefenbaker, wife of Canada's prime minister will christen her. White Empress ship will be named at her launching May 10, at Vickers Armostrongs (Shipbuilders) Ltd. Newcastle-on-Tyne, says N.R.Crump, Pres. of CPR.

At 27,500 gross tons she will be the largest liner to sail into Montreal and joins running mates, "Empress of Britain and "Empress of England" in St. Lawrence-U.K. service in April 1961.

Will be 650' long and 86.6' breadth.

Will carry 1060 pass. 200 in first class and 860 in tourist, at a service speed of 20 knots.

Though designed for North Atlantic service she is adaptable to tropical cruising in off seasons.

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stbd.	broad,	still	in ca	lm wat	er.			
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				N. C. A.				Turner
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DAILY ALASKA DISPATCH July 28, 1911 says she hit rocks near Saki, Japan early this morning during a dense fog and was being pounded to pieces by heavy swells----may break up 10/21/1907 she sank at Portland, Ore.---cargo shifted, ports open. Loaded with flour---value \$80,000--complete loss to cargo. Will be raised at once. Afheat in 2 days. D.A.Disp. 10/24/1907 says she sank at Van. B.C. and was raised on the 25th. Cargo ruined but vessel unjurt. SHE WENT ASHORE ON JULY // 21st 1911. (Friday)

EMPRESS OF ENGLAND New Br. liner. '58 1. Info. Joins fleet, etc. (BOOK 45; pp 2.)

EMPRESS OF JAPAN Lg. Canadian liner Later "Empress of Scotland" 1. Good picts. on Page 37; Jan. 1951 SHIPS & SAILING .

Largest and fastest pre-war liner on the Pacific. The 26,313 ton C.P.R. twin oil-fueled Parsons turbines driven liner is now the "Empress of Scotland" operating on the Quebec to Liverpool service. With single reduction gears she retains a speed of 21 knots.

See adjacent card on EMPRESS OF SCOTDAND" Some late info. in STEAMBOAT BILL Sept. 1958 pp 81.

Book 29	EMPRESS OF RI	JSSIA Lg. Canadian Liner.
1. Port bow, stil	ll. Good (Mar	gazine cut)

Once a unit of the Canadian Pacific S.S.Ltd. in the Transpacific trade. The 16,180 ton vessel was scrappe in England after being badly damaged in the War by fire. She first came to this coast in 1913 and a big celebration was held in Victoria and Vancouver, B.C.

MORE INFO. BOOK 36 Page 15 RACE STORY BOOK 35; Page 25

EMPRESS OF SCOTLAND Lg. Canadian liner 1. Good Port broad, P. 36 Sept 1952 S.&.S. 1. 18

M.D. 3/1/1958 Ex C.P.R. Pacific liner will re-enter trans-Atlantic service in July 1958 under the German glag. The 26,313-ton liner was recently sold to the Hamburg-Atlantic Line, an associate Co. of Home Lines. Inc. Her 3 massive funnels have been reduced to two and she will have an extra first class upper promenade and lido deck with new open air swimming pool, social rooms and restaurant Former 1st class atrs. will be devoted to tourist pass. of whom there will be 1120, compared to only 80 first class In addition the 666-ft. liner will be given new streamlined bow and a new bridge. Built in 1930, she was handsomest and fastest ship on the Pacific when she sailed out of Van. B.C. A competition is now being held to find a new home for the vessel in her new role. NOTICE She sailed out of Van. as the "EMPRESS OF JAPA (Empress of Japan)

ENDURANCE Arctic Exp. St-shp. 1. Good port broad, in ice, at night; illuminated by oil fire. P. 46; May, '53; S.&.S.

	ENETAI	Ferry Wash. State
1.		
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+ +		

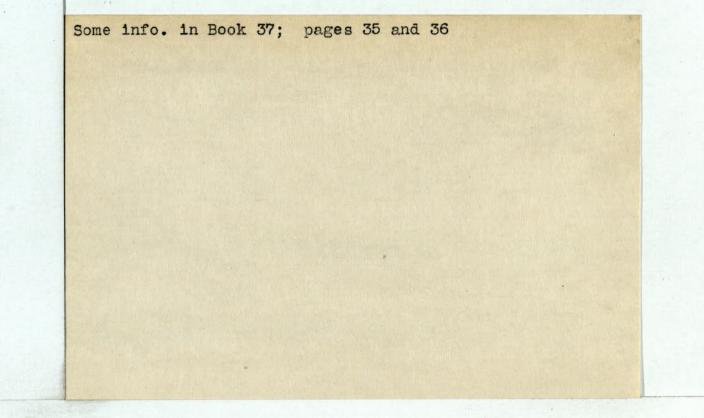
S.P.I. 2/15/1968--(Don Page) Inbound from Brmerton about 10:50 when an airline broke as she moved into her berth at Seattle Ferry Terminal yesterday morning. The engines quit, and she bounced pretty hard off the wingwalls. Fortunately she was moving slowly and little damage was done to the boat or the slip.

	ENGLEWOOD	No. 136716 Yukon River str.
1. No picts.		
	*	

Listed by old ALASKA MINING RECORDS as having been on the River in 1900. Built 1898 at St.Michael, Alaska 26 gross; 19 net; 51' x 16' x 3.6'

P.C.A. 6. ENSEE Alaska river tug. Stod. at N.C.Co. dock, insid
Port bow, City float inside
Stbd. broad, at N.C.Co. dock
Port broad, on N.C.Co. ways Stbd. at N.C.Co. dock, inside of tug "Mahalo" Port bow, City float inside of tug "Mahabo" Stbd. broad, at N.C.Co. dock.

	ENTERPRI	0	ld wet-ass.
		L	ewis & Dryden
. Port broad, si	ketch:		
	Call Street Market		
Station of the second second			
			Martin Contractor
and the second second second	January and the second		
		Carling Trees Prairie	



ENTERPRISE Halibut schooner . 1. Pict. being towed in by a steam schooner in Pacific Marine Review Feb. 1916 Page 63 (Museum) 2. See pict. pp. 5, Book 41.

Was caught and disabled during a storm off the Wash. coast and towed to safety by the steel steam schooner, "Adeline Smith"

ENTERPRISE

PACIFIC SEALING SHIP

Canadian schooner

69 tons; 76'x21.5'x7.5' Off. No. 100,498 Built at Victoria in 1892. Started sealing the same year and too 507 seals on the Japan Coast. She was owned by John Clark of Victoria. In 1893, skippered by J.S.Todd she took 1301 skins on the Japan Coast. Capt. Oscar Scarf had her in 1894 and Capt. J.Daley in 1895. She continued sealing through 1898 and possibly a year after that then drops from the record.

Marine Digest

EQUATOR Album (9) Puget Sound T & B. Album Album (Steam and diesel) Port, broad, line to ship, old steam tug; Bristol B. 12345 Port, broad, speed, Puget Sound as P.S.T.& B. tug. Port, bow, a/s old tug "Chehalis" Port gtr. in Ketchikan harbor. Lots of house. Towin sailing ships in Bristol Bay with the old "Equator" VG picts. and complete history (S&S Summer '57 p26) 6. Dismantled. etc. BOOK 44; pp 35. 7. Mentioned in Lawrence letter Red Scrap Book # 36 Pages 11 & 12.

Was sunk in mouth of Quillaute River Oct. 11, 1923.

Story in 1947 DIARY Page Jan. 26.

Built 1888 at Benicia, Cal. Had 125 h.p. steam. Sold to Carey-Davis in 1907. In 1925 she was repowered with a 200 h.p. F.M. diesel and in 1941 she had a new 250 h.p. diesel installed. Had originally been built as a schooner for trips to the South Seas. 76 gross; 42 het; 81.5' x 22' x 8' D.A.Disp. 10/8/1906 says she made a run to Seward with the mail for the Str. "Excelsior" (See card on latter) See card on COAST & GEO. SURVEY Good history on her in Album 48; pp. 3. Emp. 11/9/1921/6 Old sch. "Equator" saved from 'boneyard' found to be perfectly sound. Emp. 10/11/1923/6 Tug "Equator" sunk today at the mouth of the Quillaute River. Crew made shore safely. Tug "Dolly C" grounded in same place, but got off O.K.

Much more on her being restored in 1967---under Lg. G.S. Files in MUSEUM SHIPS

ERIC 4-masted schooner 1. No picts. (Distance only in Ships of Past photo filed under UNIDENTIFIED in SAILING SHIPS (Lg.G.S.File)

Lumber schooner built 1898 by Hall Bros of Port Blakely, Wn. Underhill in his book "Sail Training & Cadet Ships", mentioned her as being under the flag of Isra**el** in 1956. Some time after she was built she had been sold to French interests and was renamed the "Sara Primo"

Capt. J. Johnson 6324 34th Ave. S.W. Seattle **5**, Wash.

ERIK FOSS 1954 Foss tug. Ex. "Gleaner" and A LINE AL COLOR A LINE A ST-216. 1. Picts. and info. PWB. Oct. '54; pp. 23. (Album 43) (PHP--4) 2. Picts. and info. 3. VG porthole pict.

	ERNA	Old Pacific Ocean S.S	
1. No picts.			
T. 100 broas.			

Ran ashore in the Straits of Juan de Fuca, Dec. 11,1909 while bound to Central America from Victoria. Was in a bad way and expected to become a total loss.

	ERNEST A HAMILL	No. 136677 Old steam tug.
1. No picts.		
A Contraction of the contraction		

9/14/98 paper says she was in Juneau this week, going south from St. Michael. She was owned by the North-Alaska Trans. Co. Built 1898 at Seattle. 183 gross; 81 net; 102.2' x 23.2' x 9.4'

FORT WRANGELL NEWS 6/29/98 says she also left Wrangell on the 24th. with the "Tordenskjold" escorting the three river steamers.

ERNEST G. SMALL U.S. Destroyer 1. Picts. of her when she lost her bow. Book 40; p 57

ERNEST H. MEYER. Pacific Coast Wooden Steam Schooners Lyman. 1057 tons and 1200-M. capacity built at Astoria. by Wilson Bros in 1917. for McCormick interests. Had 855 h.p. triple ex. eng. Sold in 1930's to Portland S.S.Co. of Portland.

ERRIA Frt. vessel PHP. 1. " Danish. M.S. 7. VG. of her burning near Astoria, Ore. (PCA--7) Pict. as rebuilt after fire----Book 42; pp. 15. 1. Pict. as rebuilt after fire. pp. 41; Book 41. 1. Port broad, still in stream/ (Porthole) 2. Port bow, near Astoria ---- burning. (Book 34; p 17) Deck scene--unleading burned lumber. (34: p. 32 3. Bow. view at Portland dock. (Book #38 page 22) 23 4. Good picts. and story of burning. S.&.S. Dec. 1952 5. pages 18 and 19 Good port broad, mag. cut. as rebuilt after fire. 6. More info in Book 37; page 47 More info. Book 33; page 29 This. Pages 58 and 60 Book 37 Pict. and info. Book 37 page 57 Her last trip before the one she burned on was in Oct. 149 440' liner made her first trip to Seattle in Oct. 1937 Vamed for an Island on the Danish Coast.

Originally built by Nakskov for the Far Eastern service in 1932, but was rebuilt in 1937. Sails under ownership of the Danish East Asiatic Co.

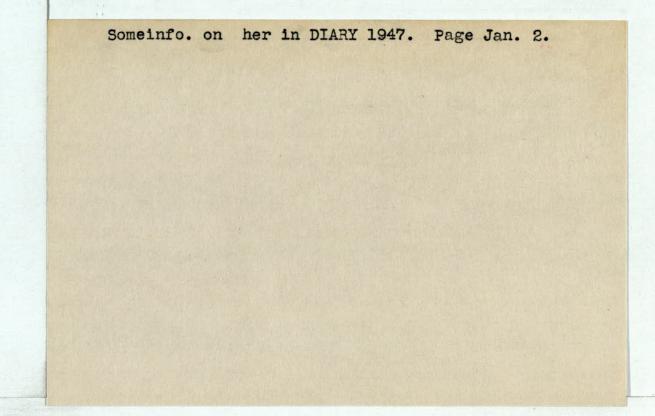
She is a 10,000 tons shop and diesel propelled.

More in 1947 DIARY Page Jan.1.

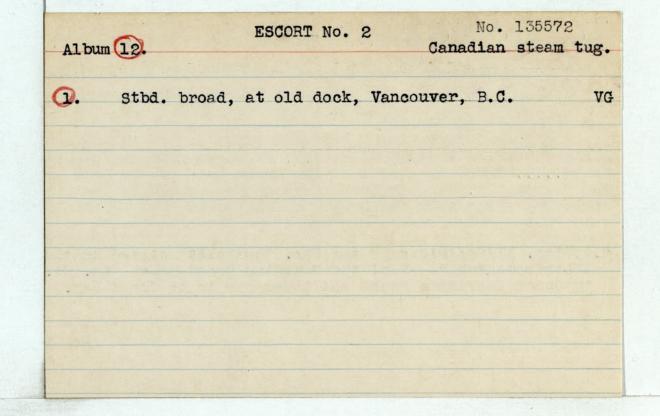
M.D. 12/9/50 says the 8767 ton ship "Erria" resumed service after costly repairs at the Bethlehem Yards at Hoboken. She had been rammed earlier this winter off Ambrose Lightship by the 7613 ton "Pelican State" of the States Marine Corp. The bow of the latter had punched a large hole in her side and her engine room was flooded. After the ships were pulled apart, the C.G. cutter "Tamaroa" towed the "Erria" to Gravesend Bay. Later, tugs took her to Hobeken. There were no casualties and she carried no passengers at the time. Both vessels are familiar to Seattle.

Gaught fire Dec. 20, 1951 off Tongue Pt. Col. River. and superstructure completely gutted. Eleven lives were lost. All 8 bodies of pass. lost were found in main lounge--and all but one sitting in chairs! The 3 dead crew were found elsewhere. (See Daily Journal Dec. 21.)

E. R. STERLING Book (29) Sailing barge. Port broad, all but three sticks cut down. '(Magazine cut)



	ESCORT	Canadian tug. Kingcome Nav. Co
		AINSCOME NAV. CO
1. Pict. and info.		Album 43



Built 1882 at Coos Bay, Ore. 145 gross; 72 net; 92' x 24.2' x 13' Was U.S. steam tug before going to B.C.

Towed the old hulk "Dashing Wave" into Skagway May 9, 1903

On June 19th 1903 she was again in Skagway with the old iron hulk "Henrietta" in tow. Also well loaded with livestock going into Dawson.

She passed to Canadian registry early in the 'teens and may have again come under U.S. registry after a few years....(There is a hull on the beach back of the Hood Bay Canning Co. cannery that local natives claim is the "Escort" The hulk is about the dimensions listed for this vessel and I find no record of an "Escort" in the Museum

D.A.Disp. 11/24/1913 says the Str. "Humboddt" picked up the distressed tug "---" of the Canadian Grand Trunk Pac. Co. in Queen Charlotte Sound and towed her in to Alert Bay.

ESKIMO Album 7. Cannery tender. Album 8 Por Sti Port, broad, a/s "Chatham" In Lake Union, G. Stbd. broad, at Pier C. Seattle; as U.S.A.T. ST 69

TROUBLES SEE BOOK 30. Page 55

Built 1890 at Benicia, Calif. for the Alaska Pkrs. Assn. as the steam sch. "Pacific" and used as a tender. 1918 her steam plant removed and replaced with a gas engine and renamed "Puffin"----used at Leihiahmoo and some years later was sold to Jim Sayles of Ketchikan. Repowered with a 200 hop. diesel.

54 gross; 37 net; 71' x 20' x 7.3'

ESSAYONS U.S.Eng.Dept. Large Hopper Dredge 1. Group of picts. One of the vessel and the rest deck and equipment scenes. pp 35; Book 41. 2. VG pict. PWB Sept. '58 pp 12.

According to Mar. 26, 1953 ENGINEERING NEWS-RECORD she is the world's largest hopper dredge.

Has 1850 h.p. centrifugals--port and stbd. dredge pumps having 36" suction lines. Can dredge to a depth of 75' Ship has full complement of 120 men and cost \$5000.00 per day to operate. She is twin screw vessel 525' long. Her hoppers fill to near 8000 cu. yd. capacity.

					Old	B.C.	wet-a	ss	
1.	Info.	only.	BOOK	44; pp	47				
								34	
					-				
	1								

ESSO GREENSBORO 10,000 ton tanker 1. Port broad, burning after collision witht the tanker "Esso Suez" Apr. 20, 1951 Page 4; July 1951 SHIPS & SAILING .

				ESSO 1	MANHA	TTAN				
		-	12 1.31	ANNA TE ANN	1 minut	2 The last	Lg.	U.S.	tanker	
1										
1.	Pict	and	story	Book	35:	Page	17			
									Sel Sharen	126
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								- ALAN		1777
						1-141-14	No. 2 H.			

Alb Albu	Dum Davis Transportation. Dum P.C.A. Davis Transportation. Dum P.C.A. Mail, Frt. Pass.
P.0. 9. 8. 3.	Stbd. broad, speed, Alaskan waters. F Stbd. broad, at Sitka Std. Oil dock. Photo AlbumG Port, broad, on Rutherfords grid. Norway Pt. F. Photo Album No. 1.
4.	Port bow, Bull speed, in Channel, bad weather. VG Photo Album. Stbd. broad, travelling in Peril Straits
	Set of ten picts. heavily iced in Juneau Feb. '47 Churning up mud back of STD. OIL float. Set of four on Northern Commercial ways. Stbd. broad, close, iced at Ferry Float.
10.	Several views of her as she was when I decked on her; also picts. of her crew etc; in my first photograph album. Port bow, speed, Chatham Straits.
12.	VG. at Sitka (Alice Island background) (PCA7)

Arrived in Juneau 18:00 July, 22, 1918 from Seattle on her initial trip. 103 hrs 20 min. with two stops for rest. Averaged 8¹/₂ knots with her 80 h.p. Standard gas engine. Burned 654 gals. distillate and carried 49 tons of coke and supplies for the A.Gastineau Mining Co.

65' x 18' x 9'10" and sleeps 18 persons. Has permit to carry 35 passengers. Doc Kaser was his own architect assisted by Capt. J.V.Davis. Vessel named for Kaser twins Esther and Elizabeth.

Made her first Sitka run 22:00 Thurs July, 25, 1918

"A.E.Hegg" will make the Skagway run this trip for her as Capt. Davis has to have time to unload and oil up, etc.

Capt. Davis says Seattle prices are sky high---with beef steak at \$2.75 and fresh salmon on the market at 30% per lb. From Dispatch 7/23/18

Empire " "

SI LK8 ...

See STORY IN Large envelope in drawer Empire: Lighthouse tender "Cedar" leaves to search for the "Estebeth" which left Mon. Dec. 8, 1918 for Haines and should have been back to leave tonight (l2/12/1918) for

(2)

ESTEBETH

Empire: 1/25/1919 "Estebeth" ran aground on Horse Id. reef early yesterday morning and hung up for two hours before tide refloated her. Empire: 1/27/1919 pp.2; Story of "Estebeth" grounding. Hit in sno squall at full speed and 'only happy person on board was a corpse being taken to Sitka' says Col. Basil O. Lenoir. Capt. J.V. Davis in command. Empire: 5/26/1919 pp.6; Repairs were being made to the "Estebeth" at Hoonah. The "E.A.Hegg" took her pass.on to **Sicka.** etc....???? Empire: 7/18/1919/ pp.5; Juneau Commercial Assn. is trying to put "Estebeth" out of business. Empire: 7/12/1919/pp.5/ A first class boat service from Juneau to Sitka is proposed by Juneau Comm. Assn. The J.F.& Nav. Co. "Alma" has been mentioned ... Empire: 9/23/1919 pp.7 "Estebeth" was beached today below the A.F. Mine for installation of a new tail shaft. The "A.E.Hegg" took the Skagway run for her.

Empire: 1/2/1920 Severe S.E.storm with wind and rain caused slides in Juneau and forced "Estebeth" which was coming out of Skagway, to turn back. Empire: 4/19/1920/5 She came directly back from Sitka with no intermediate stops as she had a broken exhaust pipe which, on the way out, overcame two passengers. They were revived without ill effects. Empire: 9/23/1920/2 The Anerican gas-boat/YKolynay/was/ "Estebeth" has been beached for propeller repairs, which was damaged on her return from Sitka today. She ran into a submerged fish trap in Chatham Straits and limped home. Empire: 9/30/1920/8 "Estebeth" again beached---this time to straighten out a bent tail-shaft. Emp. 4/11/1921/6 Estebeth" lost her rudder and will be delayed at Sitka. Emp. 6/23/1921/6 Capt. J.V.Davis now sole owner of the "Estebeth" paid Dr. E.H. Maser \$12,000. for his three fifths interest. Emp. 11/16/1921/7 Otto Hilder, 72, died at 23:00 Nov. 11, on the "Estebeth" while she was at the Tenakee wharf.

(3)

ESTEBETH

	Emp. 12/28/1921 "Estebeth" ran ashore 3 miles North of Haines near the P.B.Allen ranch in a snow storm and was demaged hadly
	damaged badly. Pulled off by the "Peterson" and is at Haines. Capt. Pat Davis.
	Emp. 12/29/1921/8 "Anita Phillips" goes to Haines to tow the "Estebeth" to Juneau for repairs.
	Emp. 2/9/1922/8 Overdue in 'Taku' storm
	Emp. 2/11/1922/6 Arrives at Skagway O.K. "Peterson" still stormbound in Juneau.
	Emp. 2/13/1922/6 Arrives at Juneau; 3 days overdue on her Skagway trip.
	Emp. 3/16/1922/6 Delayed at Skagway by S.E.gales.
N North	Emp. 3/18/1922/6 'Taku' storm"Estebeth" anchored at Shelter Island and other boats turn back.
	Emp. 6/22/1922/6 Ralph S. Lorimer is in Juneau to install
	a new 90 h.p. Atlas Diesel engine in the "Estebeth"
	Emp. 11/7/1922/2 An explosion in the eng. room of " " to-
	day caused \$2500. damages. Light plant destroyed.
	Alarm turned in at 16:30 today. Capt. Pat. Davis, 2
	deck-hands and the cook and warfinger Joe Snow (Sr.)

hooked up a hose on the dock and called the J.F.D. which extinguished the blaze. Tho there was considerable damage to the engine room, the vessel will make her Skagway run tomorrow on schedule and take extra men along to clean up the mess and scrape, rebuild and paint. Emp. 1/16/1923/ Has propellor trouble off Marmion Ishand last night and returned to Juneau. Emp. 6/19/1923/2 The "Estebeth" broke her tail shaft off Outer Pt. at 11:30 yesterday. Capt. Davis rowed to Auk Bay and hitch-hiked to Juneau where he got the cannery tender "Forester" to go out and pick her up and tow her in. The "Earl M" Capt. Joe Manley took the Skagway run today. She had 34 pass. for Juneau when she broke down. Emp. 6/21/1923/6 The "Ambassador" took the "Estebeth"s Sitka mail run for thie trip. Emp. 2/4/1924/6 "Estebeth" hit rocks in "unter Bay last Fri. (11th First of Feb.) in a snow storm and is damaged

badly. She proceeded to Hoonah for temporary repairs and the "Santa Rita" took her Skagway run.

Emp. 2/7/1924/6 "Eurus" took her Sitka run this week.

(4)	ESTEBETH
Emp.	1/22/1925/6 "Estebeth" 4 days overdue from Haines no fears felt yet
-	1/24/1925/6 "Estebeth" returns from Berners Bay unable to make it to Haines.
Emp.	1/26/1925/6 "Estebeth" and "Cedar" stormbound at
Emp.	Funter Bay. 1/28/1925/2 "Estebeth" returns to Juneaudid not get around Pt. Retreat so has cancelled out the Sitka trip
Emp.	2/2/1925/6 "Estebeth" overdue on Sitka runheavy snow storm prevailing.
Emp.	2/16/1925/2 "Estebeth" has engine troubles; bypasses all stops from Killisnoo and limps directly to Juneau.
Emp.	2/17/1925/6 "Estebeth" on grid-iron, "Santa Rita" takes Skagway run and "Virginia IV" makes Sitka run.
Emp:	12/23/1925/6 "Estebeth" returns to portunable to
Emp.	buck to Skagway in teeth of N.W. gale. 6/2/1926/6 Estebeth" Capt. Ed. Bach
	6/26/1926/8 "Estebeth" to start new frt. run. Juneau
	to Port Alexander via Chatham Str. and return. 6/30/1926/3 "Estebeth" ends 8 years of splendid ser-

vice. Travelled 327,600 miles and missed only 5 trips to Sitka and 11 to Skagway. Carried 6,754 pass. without injury or loss of life. Starts tomorrow on her new route. Crew. Ed Bach, Capt. Gus Gustaffson, Bobby Coughlin,, Cliff Ainsley, Pop Bayers, R. Hobson. Emp. 9/15/1926/6 "Estebeth" to go on new schedule--J.-Sitke Emp. 11/11/1926/2 Salvation Army charters "Estebeth" Capt. Larry Perks for convention at Hoonah. Emp. 11/17/1926/6 "Estebeth" fare to Tenakee now \$6.00. and frt. \$5.00 per ton. (Fare used to be \$8.00) Emp: 11/24/1926/8 "Estebeth" unreported from Skagway. J.V. Davis charters "Explorer", Capt. Magnus Hansen to search (This is the deal Ed Bach told me about when she broke tail-shaft near Chilkat Ids. and they sailed her to Flat Bay. etc.) Emp. 2/16/1927/8 Neill Trans. Co. of Ketch. buys "Estebeth" Emp. 7/26/1927/6 "Estebeth" hit two different rocks on the same trip--- the first in fog in Snow Pass and was not considered badly hurt although she hit hard; and the second one at Port Alexander ---- this one disabled her and the "Prince of Wales" was sent out to tow her in. On the return trip to Ketch. the "Pr. of W." alson ran

(5) ESTEBETH into some trouble and now both vessels are disabled at 12/30/1938 "Estebeth" storm bound in Auk Bay. 3/23/1940/6 "Estebeth" still stormbound in Auk Bay. 6/19/1923/2 "Estebeth" broke tail-shaft off Onter Point about midnight last night. Had left Juneau at 17:30 Had 34 pass. on board. "Earl M" Capt Joe Manley stood by until "Forester" came by and towed her into Juneau at 11:30 today. J.V. Davis had rowed to town for help earlier (before "Earl M" come) SEE SHIPWRECK FILE FOR HER EVENTUAL END. 6/26/1946 "Estebeth" gose on the Skagway run as well as Sitka run as of July 1st 1946. 11/20/1946 Goes to Ketchikan for major overhaul. "Isis" John Martinson on Sitka run and "Lassie" Bud Fields 12/16/1946 Estebeth arrives from Sitka, heavily iced and with 25 pass. 4/1/1948 Burns to keel in Swanson's hbr.

4/3/1948/8 Crew and pass. of burned vessel arr. Juneau VG account of tragedy.

20. Two VG old picts. of her at Juneau docks. (PCA-10) Aground near Haines. BOOK 44; pp 42.

ESTEBETH

Mailboat.

M1/9/1929 "Estebeth" brought back to Juneau and unless Capt. H.M.Peterson of Seattle wins the mail run, she will go back on the Sitka Run. 9/30/1930/7 "Estebeth" hits real gale of S.E. coming down from Pt. Retreat to Shoal Pt.. Capt. Bach says wind was strong enough to 'Blow the hair off a dog!" 11/25/1930 Four Sitka men, Ted Kettleson, Dr. H.J.Hodges, Al Tilson and Hugo Fredrickson Capt. of the "Theresa" a 35' troller, were miraculessly rescued by the "Este-beth" from a precarious perch on a rock in Pihels Hole near Chichagoff. They had been wrecked and were 40 hrs. clinging to the rock before rescued by "Estebeth". 1/26/1931/5 #Estebeth" in luck with 13 pass. Has a calm speedy passage to and from Sitka. 5/22/1931/7 "Roedda" makes run for "Estebeth" which had a broken tail-shaft in the Channel a couple weeks back. The "America First" made the run for her last week. t/29/1931/2 "Estebeth" broke a crank-shaft about two hrs. out of Juneau -- crew rigged up a sail and sailed home!

2/22/1932/7 "Estebeth" unable to buck around Retreat. Anchors off McMayburns place on Shelter Island. 2/27/1932/7 "Estebeth" returns 21 days late. Bad weather. 12/7/1932/6 "Estebeth" arr. 30 hrs. late -- wind & snow . 2/28/1933/6 "Estebeth" 12 hours late on return from Sitka. due to storm with snow, lightening and thunder... 9/22/1933/8 Mrs. Jessie Patterson sues Davis Trans. Co. for injuries on "Estebeth" Jan. 2, 1932. Asks \$11,216. 10/24/1933/6 "Estebeth" over a day late--storm in Chatham. 12/20/1933/6 "Estebeth" reported anchored at Village Pt. on acct. of gale in Chatham and Lynn Canal. 12/22/1933/5 "Estebeth" arr. 4 days late from Sitka run. gales in Lynn Canal etc. 1/29/1934/2 Mrs Pat erson loses \$10,000. suit agains the "Estebeth". 7/2/1934/4 "Estebeth" continues on run as the "Kenai" is strike bound in Seattle. 4/11/1935/6 "Estebeth" back on Sitka run while "Kenai" goes to Seattle for overhaul and repairs. 7/1/1935/6 No longer has to make the Icy Strait run--mail is left at Hoonah and taken out by small makl goat.

Juneau mailboat 8/5/1935/2 Baby bomn on "Estebeth" yesterday at 21:15 shortly after the boat had left Hoonah. A boy, to Mrs. Helen Sakamoto of Hawk Inlet. Mrs. Ed. Bach assists her 11/20/1935/6 "Estebeth" held up in Auk Bay by North wind. in Lynn Canal. 12/18/1935/6 "Estebeth" and "Roedda" both load frt. for Sitka and Tenakeetoo much for the one boat. 3/16/1936 "Estebeth" back from overhaul in Seattle new engine, etc. Will replace "Roedda" on run. 10/9/1936/6 "Estebeth" arrives 2 days late from Sitka run due to N.W. gales in Chatham and Lynn Canal. 2/4/1937/8 "Estebeth" one day late, held at Tenakee due to N.W. gale in Chatham Straits. 5/20/1937/6 Capt. J.V.Davis on "Estebeth" while Capt. Gus Gustaffson on vacation. No mention of Ed Bach. 12/21/1937 Ralph Anderson knocked off the City Dock by Std. "11 truck driven by Ralph Merrill. Accident. Pulle	(2)	ESTEBETH
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out O.K. by Gus Gustaffson.		ut O.K. by Gus Gustaffson.
2/21/1938/6 "Estebeth" arrived home today after taking		

11 days to make this trip due to severe storms and snow. 2/14/1938/6 Stormbound in Funter Bay due to storms. 2/7/1939/8 "Estebeth" stormbound at Hoonah 9/30/1940/8 Hits whale in Chatham Str. says Capt. Gustafs

ESTELLA Sm. steam launch Jualin 1901 6/2/1901 the trim little launch "Estella" Capt. Latham, arrived at Skagway from Seward City.

ESTHER JOHNSON

Pacific Coast Wooden Steem Schooners

Lyman

Carried 1275-M ft. lumber.

750 h.p. triple-expansion engine from the United Engineering Wks.

Owned by A.B.Hohnson of S.F.

In Mar, 1941, she had steering g ar trouble just after leaving Grays Hbr. for S.F. but was towed to Astoria by the "Arthur Foss" and proceeded on her trip a week later ETHEL

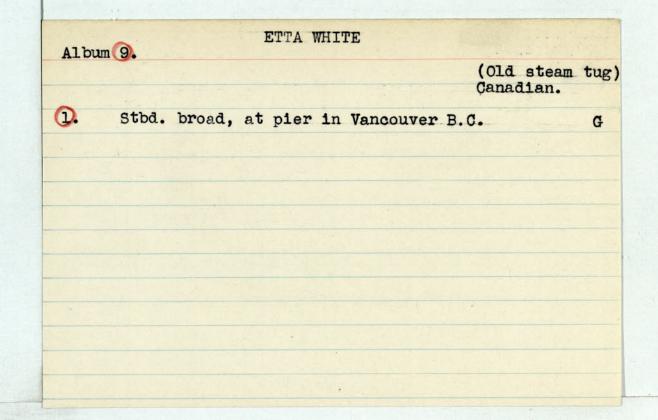
PACIFIC SEALING SHIP

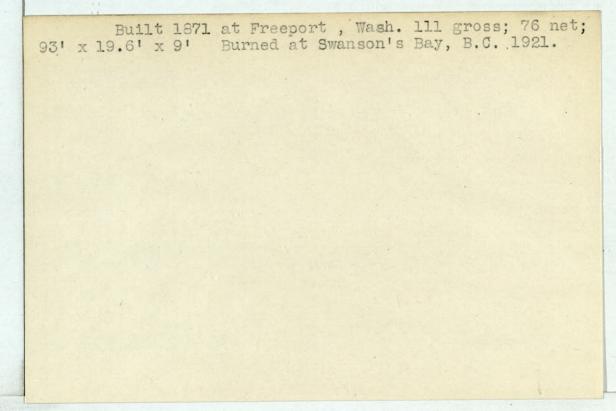
U.S. Schooner

32.76 gross tons: 49'x18'x4.6' Off. No. 135960 Built at San Diego in 1887. First reported sealing in 1891 and was seized with 170 seals for hunting in a closed area of Bering Sea. She was condemned by the Court and sold at Marshall's sale to Kodiak owners for \$3633.25 Sailed out of Kodiak thereafter, mostly for sea otter. In 1894 she was huntin down the coast as far as Cape Omany and was commanded by a Capt. Olsen Marine Digest.

Sold to new owners 3/12/1892 at Sitka. (ALASKAN) May have gone to Br. owners in 1891 unl**s**s there were 2 sch. of this name sealing. ALASKAN (Sitka) 8/22/'91 says Br. Sch. "Ethel" Capt. Fred C. Deering, was seized and arr. Sitka to await disposition.

a 1	· · · · · · · · · · · · · · · · · · ·	ETTA MAC	Old Canadian tug. now. "Grant Lindsay"
1.	Info. only.		pp. 21; Book 41.





the second s	
EUDORA	
Pacific Sealing Ship	U.S. Schooner
	1
73.36 gross; 69.72 net; 80'x22.4 Built in San Francisco in 1876 by Mat	
sealing from Neah Bay in 1879, 1880,	and 1993 but there
seems to be no other data concerning	her. She was owned
in 1882 by the Alaska Commercial Co.	with J.E.Lennen in
command.	
	Marine Digest.
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No 136424 EUGENE Old steamer familiar to B.C. and Alaska waters before 1900. 1. No pict. and Capt. Lewis were returned to the Sound. They had tried to charter the "Capilano" but her officers had to return to Van. B.C. for permission of the owners.

Sept. 6, 1897 Skagway paper tells of the 'Mad Cruise of the str. "Eugene" Capt. Lewis defied British Customs at Union Bay and sailed for St Michael with the str. "Hope" in pursuit. She outdistanced the "Hope" Capt. McIntyre of the big str. "Bristol" disdained to help him as he did not want to incurr wrath of the Customs men. The "Eugene" was termed unsafe to make the trip. Finally, Customs Collectors Rowe and Milne gave the "Bristol" clearance to tow the "Eugene" North. She was overhauled at Seymour Narrows and taken in tow. All went well until they got into Queen Charlotte Sd. There the "Eugene" began leaking. The "Bristol" towed her back to Alert Bay after her passengers got 'chicken' and placed their predicament before Capt. McIntyre. He sided them even above Lewis statement that he would 'make St Michael, or die trying'. She was abandoned. A few pass. got passage on "Bristol" others OVER (.eddemslitw and to aretewbaan and of basifing mort been bas 3881 at basifing is tlind (There is a steamer "Eugene" mentioned in Lewis & Dryden had 'previously commanded the steamer "Eugene" Who was in the "Clara Nevada" when she was lost in 1898 Have nothing on her except to mention that Capt. Lewis

	EUGENE	No. 136424 Wet-ass on Col. 1898
1. No picts.		
	and the second	
	The second second	

May have made a trip or two to Alaska as she was mentioned in old Skagway papers for 1898 in connection with the Capt. of the ill-fated "Clara Nevada" Built 1894 at Portland, Ore. 350 gross; 271 net; 140' x 28' x 5.8'

EUGENE F. MORAN Album 27. Moran Co. tug. Port broad, speed. (New tug) Stbd. broad, V.G. Bow wave; seas. Cover TOWLINE Apr. 1952 3. Group of V.G. picts at sea in Apr. 152 Towline 4. Port broad; speed. Book 33; page 31. 5. V.G. Cover pict. on Aug. 1951 Motorship.

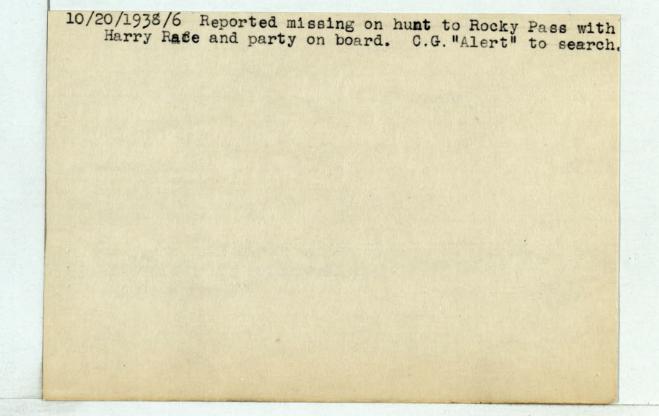
106' tug of the "Grace Moran" class---see data on reverse side of card on "Julia C. Moran" Full info. and picts. pages 16, 17, 18; in Aug. 1951 Motoship mag.

EUGENIA M MORAN Album (27 Moran Co. tug. Stbd. broad, slow, New York. Tows floating Docks to Whittier ---- info. See pages 24, 36, and 45 Book 41. V.G. pict. taken in Sumner Straits from "Watres" 3. Nov. 1953. (Album 27) Two V.G. 8 x 10 phots with her floating Dock tow--at 4. Ketchikan. pp. 28 and 29 Book 48 5. Pict. at Adak dock with tow. (N.B. 21; pp 81.) 6. VG at Ketch. with large barge a/s/ Stern. (PCA-10)

M.D. 6/20/1959 Sold to Upper Columbia River Towing Co. by Foss Co. (Lg. G.S.File under UPPER COL. RIV. TOW.CO.

M.D. 1/16/1960 Now owned by Pacific Inland Navigation Co. and renamed "Commanche" Homeport is now Seattle. SEE Lg. G.S.Files in BARGE LINES (Tugs) To Alaska, Hawaii.

Book 32 EUREKA Seine-type mailboat. PCA-6 Port bow, from abo e at her float. (mag. cut.) 12 Port broad, at Ketchikan wharf. Two VG. coming out of Kasaan Bay. (PCA--7)



Album 28	EUREKA New S.F.Bay ferry	7
D. Speed on S.F.Bay.	(Colored Post Card)	
		-

EUREKA

Steel Steam Schooners of the Pacific Coast

Lyman

2122 tons, built at Loraine, Ohio, 1899, by the Cleveland Shipbuilding Co. for the Eureka Transit Co. of Cleveland.

Had 900 h.p. triple-expansion steam, supplied by the builders.

In 1902 she was brought out to the Pacific by the Globe Navigation Co. of Seattle, and in 1908 was taken over by the Pacific Coast Co.

In 1916 she was bought by the Alaska S.S.Co., who renamed her the KETCHIKAN, and some 10 years later again changed her name to NIZINA.

Was sold to the Japs in 1937 for scrap.

SEE REVERSE SIDE OF THIS CARD

There was probably two vessels of this name operating to Alaska about the same time. I am inclined to believe however, that this is the one mentioned, in the NOME NEWS 2/16/'04 as follows:

Towed the S.S. "Meteor" to Dutch Hbr. Oct. 26, 1903 See rest of story on " "

D.A.Disp. 6/18/1906 mentions a str. of this name, being at Nome with several other steamers and all involved with Union troubles.

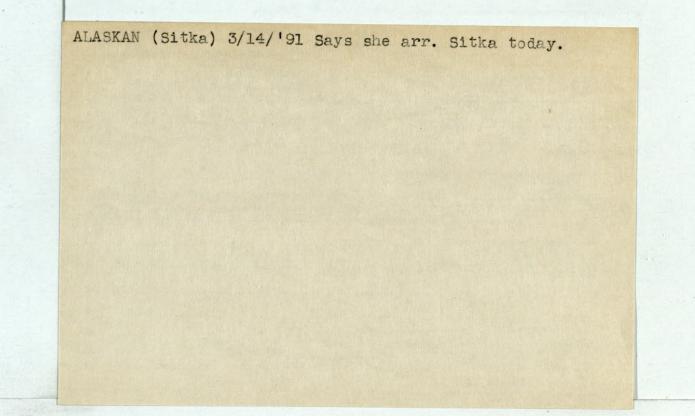
EUREKA PHP. 1. Steel steam schooner. "Ketchikan" Stbd. near broad, Seattle Hor. (Porthole) 1.

D.A.Disp. 3/13/1914 A str. of this name ran out of fuel off Morro Bay, Calif. and had to burn everything inflamable on board to get into port and to keep from going on the rocks.

D.A.Disp. 3/4/1916 pp.4; A.S.S.Co. has purchased the str. "Eureka" from the P.C.S.S.Co. and will place her in the Alaska trade. She is a steel frt. built in Cleveland, Ohio in 1899 for the Great Lakes trade. Came to the Pacific Coast several years later as a unit of the old Globe Nav. o. who later sold her to the P.C.S.S.Co. 237.5' x 42' x 23.4' 2122 gross; 1399 net; Early in 1915 the P.C.S.S.Co. chartered her to the Crossett Western Lumber Co. of Wauna, "re and she was used in the Coastal lumber trade until the closing of the Panama Canal left her on the East Coast. A.S.S.Co. paid \$250,000. for her and she is soon to come back to this coast.

Chas. but i	484 tons; P. Doe. o t is more	f S.F., 1	who is a	also lis	ted as h	er build
	hipyard. Had 1000 h	Contraction of the second				
North	Was owned Pacific S	by Doe fo			n passed	to the
	Wrecked on of one lif	Point Bo	onita, 1	S.F.Bay	Jan. 8,	1915 wit
Pacif	Was a pass sp. 1/9/191 fic S.S.Co.	5 St. Sel was wre	h. "Eur cked ea:	eka" 484 rlv toda	tons of	the Nor Bonita
excer lost.	br. All potion of 2n	d Office:	r James	Rolger,	saved w who is	ith the believed
STAR B		STREET, STREET				

Album 26	EUREKA	No. 5174 Old passenger steamer Formerly "Little Calif." From Lewis & Dryden
1 Port broad,	speed, (620 neg	••)

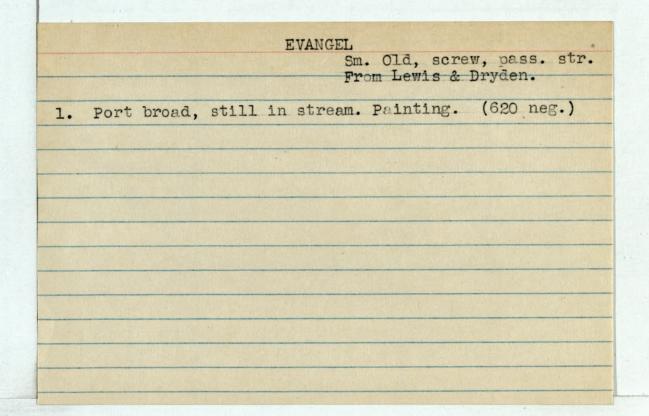


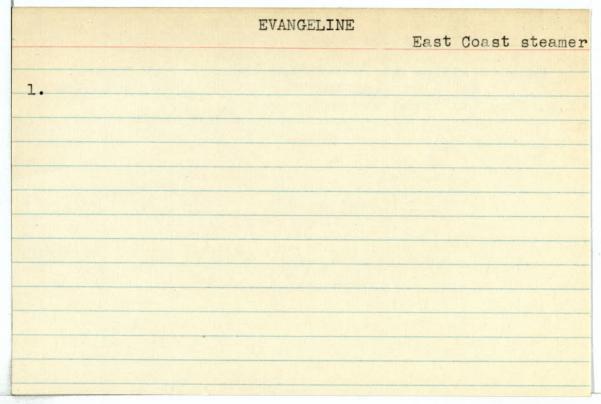
Book 30 Album 28	EUROPA	Large French Liner LIBERTE
 Port bow, from abo Stbd. broad, still Colored Post Card. 	in stream. 193	e Havre. (Mag. cut) 58

Built by Germany as the "Europa" Later became the "Liberte" owned by France.

See Page 45 --Jan. 1951 SHIPS & SAILING for more info. and picts. SOME INFO. BOOK 36; Page 74 SEE MORE IN BOOK 30; Page 5 STORY OF SINKING BOOK 35; Page 25 Good pict. pp. 3; Book 41.

EURUS Paul Kegel's boat Emp. 11/5/1927 Sunk by "Unalga" in Cross Sd. (Kegel and Mickey McCormick saved by C.G. (V.G. B.S.) Emp. 11/29/1927 Case of "Eurus" vs "Unalga" to be heard heze....





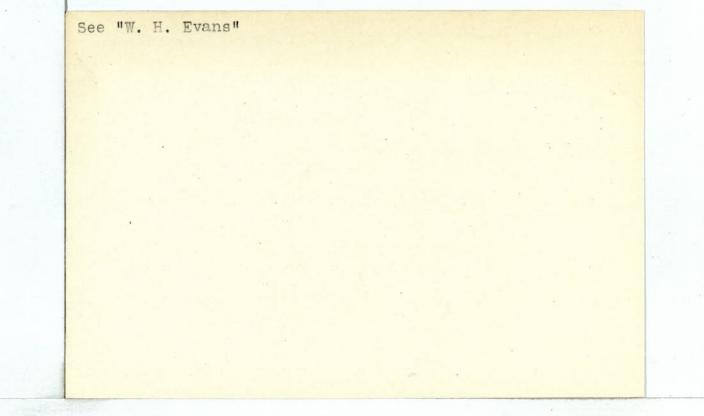
C.P.R. was to buy her in Dec. 1952 from Eastern S.S.Lines She was to replace the sunken "Princess Kathleen" Built 1927 at Philadelphia. 5002 tons/ 365' x Powered with 4 steam turbines driving twin screws. C.P.R. was also planning to buy her sister ship the S.S. "Yarmouth" from the same company.

M.D. 12/13/1952

EVANGER Norwegian M.S. 1956 1.

Owned by Westfal-Larsen Line of Bergen, Norway. 8600 ton M.S. Launched in 1955 at Bergen, Norway. She is powered with 6125 h.p. diesel engines and makes 15 knots General S.S.Corp., are agents in Pacific Coast. She is 441'9" long 55" beam Built at the Bergens Mek Verksteder yards. Capt. H. Moy commands. She is the third of four new ships built by Westfal-Larsen for its South American run. Others are the "Brandanger", Hardanger", "Nordanger" and "Evanger"...

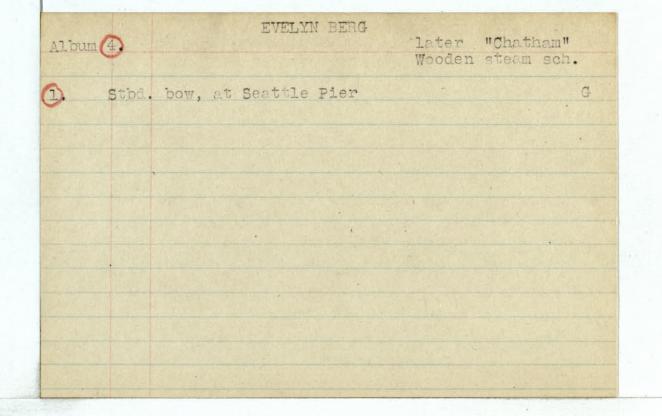
	EVANS	Yukon River steamer
1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		TAKON NEVEL SUCAMET
1. No picts.		
	The second second second	

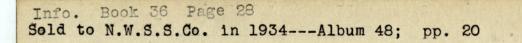


	EVELYN	
	Yukon River steamer	
1. No picts.		
		_



Book	31			EVEL	'XN	Small	trolle	r.	
0	Bow 1	vlew	sitting	; uprig	cht on	rocks.	(Mag.	cut)	



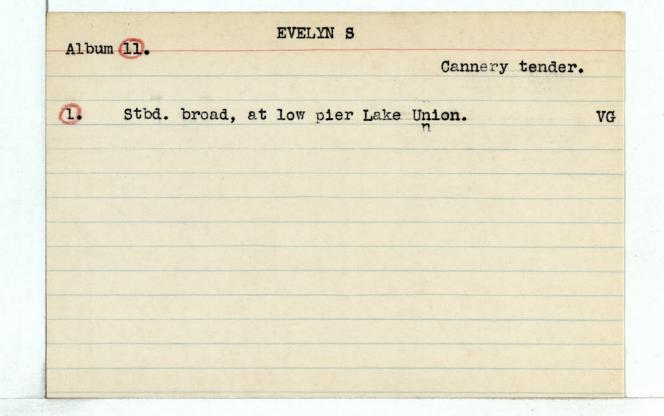


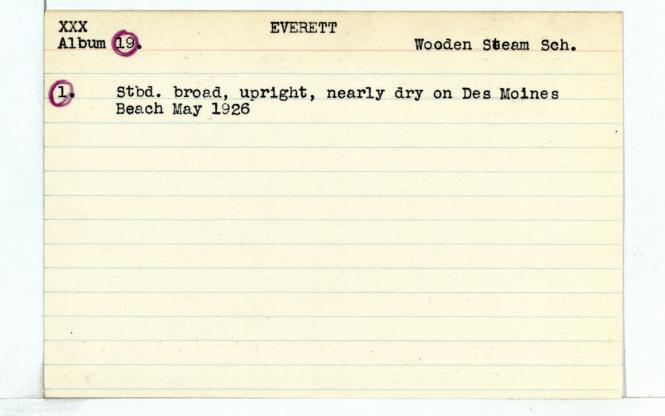
EVELYN BERG

Alaska Trans.Co

4/20/1936/6 Grounds at Bella Bella, B.C. in heavy fog. Refloated later and not believed damaged badly. See card on ALASKA TRANSPORTATION CO. etc. for more. 11/15/1937 "Evelyn Berg" ran agound on Pt. Vandeput about 06:00 ygsterday during darkness but clear visibility. Capt. Eldred Hansen was not on watch at the time. She hung up for several hours and was later pulled off by the shrimp boats "Kiseno", "Louise S" and "Garfield" and towed to clear water. Her rudder waw damaged but she proceeded to Juneau and became unmanageable off Pt. Hugh. The C.G. "Haida" ran down and towed her to Juneau 11/18/1937/6 "Evelyn Berg" beached back of Femmer's Dock and after she went dry it was discoverd that she had no rudder at all! She was refloated and will await the arrival of the tug "Arthur Foss" from Seattle to dow her South. 11/23/1937 "Arthur Foss" here at 19:00 last night and left at 21:00 with the disabled "Evelyn Berg" in tow for Seat 3/19/1938/6 "Evelyn Berg" renamed "Chatham" on Apr. 15th

3/28/1938/6 Evelyn Berg", Capt Olaf Hansen, here on last trip as "E.B." Hansen is new skipper on her.





C.C. says butned a little south of Eureka, Cal. Built 1920 at St Helens, Ore. 1751 gross; 1014 net .236.7' x 46.5' x 19.6' Burned of the Calif. Coast 1926 Sold to Waterman SS Co. BOOK 44; pp 40

EVERETT Pacific Coast Wooden Steam Schooners Lyman 1751 tohs; built 1920 at St. Helens Shipbuilding Co. St. Helens, Ore. for the C.R. McCormick Lmor. Col Capacity 1600-M ft. and credited with being the largest wooden steam schooner built on this coast. Engines supplied by Murray Iron Wks. of Dayton, Ohip --- two 700 h.p. triple expansions driving twon screws. Lost through fire at Eureka, Calif. Oct. 29, 1926. Emp. 10/29/1926/6 St. sch. "Everett" abandoned by crew, in flames, off Punta Gorda, about 108 miles North of S.F. late yesterday. Enroute S.F. to Portland. Owned by the McCormick S.S.Co. Cargo lost, valued at \$200,000. (Emp. says 376' long ????) rew picked up by the C.G. Cahokia" Emp. 10/30/1926/6 "Everett" sunk about mile off Coast of Calif. near "Eureka"

EVERETT HA	
Pacific Sealing Ship	U.S. Schooner
39.44 gross; 37.48 net; 60'	
-Built by Matthew Turner at Benie	ia, Calif. in 1892 at a
cost of \$3750.	
Operated out of Unalaska un	der Capt. Chas. Rainford,
for many years, mostly hunting s	ea otter, put also ala
some sealing. After the busines	s was abolished by the
treaty of 1911, she engaged in t	rading among the Aleutians
and was still afloat at least as	18.66 88 1927.
	Marine Digest.
	Mer THE DIGESS.

EVERGREEN STATE New (1954) Wash. Ferry 1. About launching. pp. 3. P.W.B. Aug. 1954 2. Picts. and story pp. 23, P.W.B. Aug. 1954. 3. V.G. pict. and info. pp.23; P.W.B. Nov. 1954. 4. V.G. picts.and info. pp. 14. P.W.B. Dec. 1954. 5. VG pict. (N.B. 21; pp 45.)

EVERGREEN STATE Seattle ferry 1. V.G. mag. piets.Album 43 pp. 3 and2. VG porthole pict.(PHP--4)3. VG picts. and complete info. (M.Eng. 8/31/56;pp 80) Album 43 pp. 3 and 4

Info. pp. 1. Album 43 Info. pp. 2 Album 43

EVERGREEN STRAIT Ex. "J.L.Luckenbach" 1. 14.

See info. in Lg. G.S.File under LUCKENBACH S.S.CO.

PHP (EXACT
PHP.	. Old schooner crédited
	with putting first set-
	tlers in Seattle.
1	Stbd. broad, at anchor, old Elliot Bay. (Porthole)
2.	Stbd. qtr. sails set, drawing. (Mag. cut) Book #34
3.	Stbd. broad; sails set; drawing. (Porthole)
	,, arouring. (of onote)
-	
()	

Some history on her in 1947 DIARY Page. Feb. 9.

Built at Glastonbury, Conn. in 1830 for a Mr Chapin and Chas. H. Northam of Hartford, Conn. Under them she operated on the Eastern seaboard. In 1841 she was owned in Nantucket SEE LARGE FILE ON "Exact"

Book 31 Album 21.	EXCELSIOR	No. 136354 Gold rush	steamer
 Bow view, nose a Port near broad, On Treadwell Bea 	near beach,	burning. (Mag.	
.ob.D.A shi Vd berst.	isdo zsw edz č iS ta beggot2	Capt. Lennon. itka) 10/17/196 Cook's Inlet.	snd Pilot; ALASKAN (S to run to
the second second second	80 M88 on 31 M10 81. 16, 1901 80 W88 ruined.	TTRE) II/0/102 T LOL SESTIJE M CO. Her CRF	Navigation Left Katma. ALASKAN (S
ahe was escorted to sre to go south on sific Packing and	ned by the Pac mbolt" and We Her passenge	"BAZBALA" Add M" . The Add Vd TWO EBW Add "B	Seattle by the Ketch.
STO STO LIG SES-COCKS	oussea usea pa	er after she ha	n beteiess

Owned by the Pacific Pkg. & Nav. Co. successors to the Pacific Steam Whaling Co. and was to begin a monthly service from Juneau to westward ports in 1901

Sept. 6, 1903

Caught on fire off Woewodski Island in 1903. Was sunk to extinguish fire, raised after 96 hours and fire was still burning under clay-like coating of fine coal, so she was sunk again and raised after two weeks. The fire was out that time and she was repaired and placed back in service. M.D. 12/17/49 OVER

EMPIRE Jan. 8, 1916 said she had been rammed and sunk in S.F.Bay by the crack Coasting Steamer "Harvard" No lives lost.

ALASKA MINING RECORD says she arrived in Juneau Mar.23, 1901 under flag of the Alaska Commercial Co.

Built 1893 at Eureka, Malif. 830 gross; 565 net; 175.5' x 35' x 13.5' 25 crew; 366 h.p.

MORE INFO. BOOK 36 Page 2

MORE IN L/ 1947 DIARY Page Jan. 20. Oct. 1902 she picked up the disabled str "Newport" up in the Gulf of Alaska and towed her to Valdez. Card (2)

EXCELSIOR

Old Alaska str.

D. Id. News 5/2/1900 says owned by Pac. Steam Whaling Co. left Seattle Aor. 25th for Copper River, Cook Inlet etc. via S.E.Alaska ports. On Apr. 29th at 22:30 she hit an ice-berg in Gastineau Channel off Sheep Cr. Leaking badly she had to run into Treadwell and be beached where repairs were made to an 8' hole in her bow. D.A.Disp. 10/8/1906 says she sorung a bad leak at dock in Seattle today, the result of a beeting she took coming down last trip from Seward --- the tug "Equator" sailed for Valdes with the mail. Loss of the "Oregon" and "Santa Ana" leaves only the N.W.S.S.Co.'s "Saratoga" on the Alaska run. D.A.Disp. 2/8/1916 Rammed just inside the GoldenGate yesterday. 21 crewmen removed; one missing; The larger "Harvard" was unhurt. SIEKD ALASKAN: (?L(? 9/19/1903---suffered a fire in her coal bunkers. Capt. Moore beached her then sunk her to extinguish fire. "Georgia" took mass. off and to Juneau. Later pumped out and towed to Ketch. by tug "Alaskan" where she was repaired.

Info. on Officers (Capt. Zim Moore) also good story of her trip when she was on fire, sunk, raised and sailed on her way. (Book 39; pp 22)

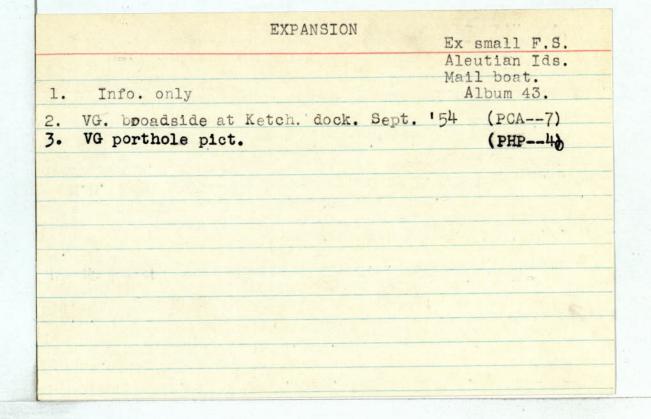
	EXCELSIOR	No. 135245 Sailing schooner
1. No picts.		
and the second second		

Built 1876 at Fairhaven, Calif. 348 gross; 330 net. 138' x 32.5' x 11' Crew of 7: (ordinarily) Wrecked Aug. 30, 1906 at Nelson's Lagoon, Alaska. Had 19 men on her and none were lost.

EXCURSION

Libby's tender

D.A.DISP. 4/13/1912 Wm. O. Carlson of Carlson cannery at Taku Hbr. says new tender "Excursion", built last month at Wilson Bros. yard in Astoria, Ore. arrived on Thurs, Apr. 11th at the cannery. Capt. Knute Hildre in command; she was towed from Seattle to Ketchikan by the S.S."Santa Ana" and came up the rest of the way under her own power. 75' x 14.5' x 6.5' Powered with a 65 h.p. Union gas eng. and averages 9.5. Knots Also equipped with a 9 h.p. gas brailing engine and has bunks for 16 men.



On Aleutian Id. Mail runs. etc. (NOTE BOOK 1. pp 11-34-53-See Lg. G.S.Files under MAIL RUNS (S.E.) 69 and 85) See ALEUTIAN MARINE TRANS. CO.

M.D. 9/5/1964--The 107' (270) gross ton, twin Atlas (320) F.S. is undergoing repairs at Vallentyne's Marine Repair and conversion as an ammunition carrying frt. boat operating out of DuPont (near Olympia) for I.E. duPont & deNemours & Co.

She is not to be confused with the larger (148' F.M. powered) "EXPANSION" which replaced the smaller vessel as a unit of the Aleutian Marine Transport Inc., in late 1963.

M.D. 1/30/1965--She is now owned by B.E.Gilman, J.R.Jacobson and A.S.Gilman of Seattle and will carry explosives for the Dupont Co. at Dupont, Wash.

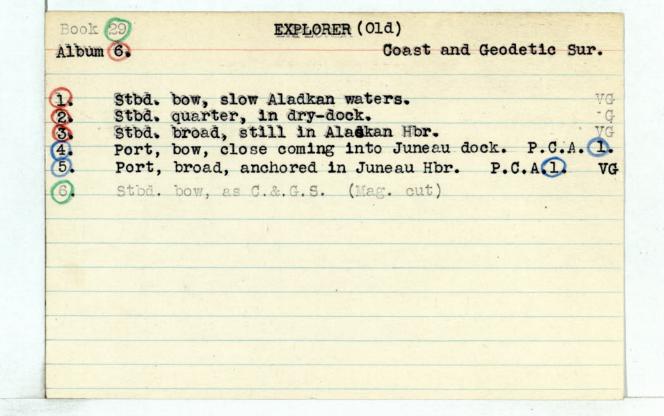
Recently refitted by Vallentyne's Marine Repair.

Purchased in Seattle Nov. 1965 by French interests to operate out of Papeete to other French owned South Sea Ids. Renamed "TEMENHANI"

	0			EXPI	LORER (
Albur	n (6)		-			1	lew U.S.	.C.& G	eo. Sur
D	Pot	rt, bo	ow, slo	ow, clo	ose.				. V(
Ş	Bo	w vie	w in s	hipyar	d, laur	nchin	g, (Por	thole	Pict)
3.3.	Port	bow,	speed.	. Page	27 May	152	Alaska	Sport	sman
						-			
				1					
	- Minder								
	1								
				1					
							10000		

220' Steam powered. Commanded in 1944 by Commander G.C.Mattison

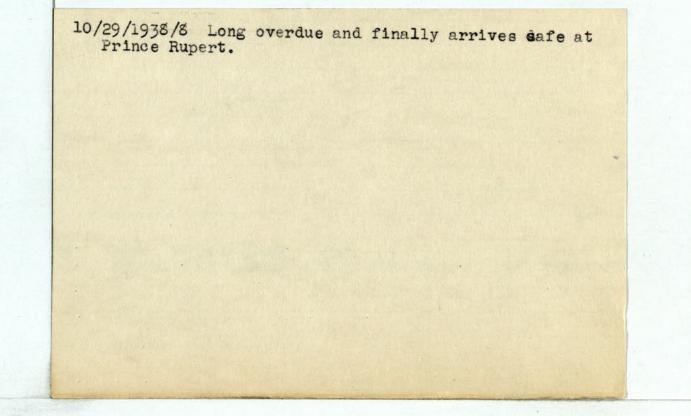
Built at Lake Wash. Shipyards in 1940



Built in 1904 Late in 1949 she was placed on auction block at Doc Freeman's on Lake Union. MORE INFO. BOOK 36; Page 35

Emp. 4/29/1920/6 Under Capt. Heck, arrived at Juneau.

P.C.A. (5) EXPLORER Magnus Hanson's Halibut 0 Port broad on N.C.Co. ways. Port broad " " " with "Foss 19" also on. 3. VG pict. at Juneau Cold Storage dock. (PCA-10) Pict. on Rack Dump. (PCA--C) -



EXPRESS Album 5 Small A.T.S. tanker. Album 7. ex "David Campbell" "Aleutian Native." Port, broad loaded, speed, Seattle Hbr. Pre-War. G. 03.4. Port, broad, speed, in Lake Union Canal. as tanker G Towing and crab boat in '54 PWB. Oct. '54; pp. 23 See good picts. and story in PWB. 11/1955 pp. 13 M.D. 1/7/1956 -- As the tug "Express" of Uppper Col. Towing Co. she jammed her rudder 17 mi, off Ore. coast and was towed in during gale, by C.G. (Book 39; pp. 46)

Hit rock off Canoe Island in Deception Pass. Mar. 29th. 1951. Struck aft, amidships and again aft and damaged 4 and 5 holds as well as shaft and prop. Was towed to Lake Union D.D. for repairs. Loss of cargo was estimated at \$12,000. Had gas, stove and diesel oil at time. M.D. 4/14/'51

Built 1913 as the "David Campbell" a steam fire boat for the fullt 1913 as the "David Campbell" a steam fire boat for the the City of Portland, at Portland, Ore. Sold in 1928 to the Kanaga Ranch Co. and rebuilt into a trader. Taken to Alaskan westward and serviced Aleutian Id. fox farms. Native" In 1931 she was sold to the Petroleum Nav. Co. and refitted as a tanker for used on the Sound. Name changed to "Express" in Nov. 1955 PWB. for good picts. and story on her. She is now a unit of Upper Col. Hiv. Towing to Co. (Leppaluotb)
To become a tug. See pp. 13, Book µµ.