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EAGLE

No 215040
Cannery tender

1. Port bow at Juneau city float. (First album)

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)
2. Good pict. under sail. (Page 9 in Aug. 1952 Motorship)
3. VG Picts. and article "What Happened to Hitler's Yacht?"
MAN TO MAN Sept. 1952 pp 12.

Full info. Page 29---Oct. '51 SHIPS & SAILING)

EAGLE

Album 12.

Old steam tug.

1. Port, broad, at old dock; early Seattle. VG

EAGLE

U.S.C.G.S. Aux. bark
Ex. German "Horst Wessel

1. Pict. page 34; Apr. '53 S.&S.
2. Pic~~6~~.and info. pp. 10/ S.&S. Fall 1954

EAGLE

PHP. 1.

Seattle Halibut
Schooner.

1. Stbd. broad, speed, Lake Union. (Porthole)

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

PHP. 1.

Frt. of Diamond
Cement Co.

1. Port broad, loading at Pier. (Porthole)

P.H.P. ②

EASTERN GALE

Steel steam schooner
Later "North Haven"

① Port bow close up. (Porthole)

See "North Haven"

X XX

Album 2.

EASTERN OREGON

Gold Rush

1.

Stbd. nearly broad, slow, in stream. Ketchikan VG

2.

Port, broad, afloat upright, superstructure nearly
all burned off. Album 19.

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 ~~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'

EASTERN PRINCE

Album 11.

Small frt. trader.

1. Stbd. broad, tug "Arthur Foss" on this side. F

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

- 1 Capsized: crowds standing on hull. (Mag. cut)
2. 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. '58 pp 44.

At 10:25 on a mild clear morning, July 25, 1915, with 2500 people on board, she suddenly listed to stbd. People 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 maximum load. Just a year before, the limit had been 2000, and a few years before that a mere 653 had been permitted on board. Coroners' 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 for excursions.

PAGEANT Oct. 1950

EASTWIND

C.G. patrol-ice-breaker

1. V.G. pict. in ice. Oct. 1952 TOWLINE

2. VG rescue of "Fort Mercer" (Note Book 23; pp 48)

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 Atlantic. The C.G. cutter had most modern radar possible and a complement 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

Pacific Sealing Ship

Canadian Schooner

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.

ECLIPSE

Album 9.

(Old steam tug.)

1. Port bow, still in stream, people on deck.

G

ECLIPSE

No. 135348

Sailing ship

A.P.A. 1901

1. No picts.

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

ECLIPSE

Sailing ship
Later "Janey Dollar"

1. No picts.

See card on "Janet Dollar"

E. D. DODGE

East Coast gas barge

1. Burning on Delaware River. Book #34 page 28

Empire lists her name as "A.C.Dodge" See "Red Book"
May 26, 1952.

EDGAR BONNET

Lg. Suez Canal tug.

1.

See info. on her

Book 43; pp. 49

EDGAR F. LUCKENBACH

PHP. 1.

Lg. frt. steamer.

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

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 commanded 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. 7/13/50
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. Lmbr. built at the Craig 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.p.

Late in 1916 she was sold to Norwegian owners, and was out of the registry by 1925.

EDGEMONT

Later "American Sailor"

1.

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

EDISTO

U.S.C.G. Ice-breaker

1. Good picts. in SHIPS & SAILING Feb.'52 Pages 8 to 12

XXX

EDITH

Album 18.

Steel steam schooner.

Album 19.

1. Port qtr. port list looking to sea in sun path.
2. Port nearly broad aft. close, port list, port rail awash. level fore and aft.
3. Port bow, laying on port side, port rail under. VG

Originally the British S.S. "Glenochil" Owned by Dodwell & Co. at one time and came under U.S. ownership during the Spanish-American War. Was a unit of the old Northwestern S.S. Co. until Jan. 1, 1908 when she passed to A.S.S. Co. D.A. Disp. 10/4/1911 A.S.S. Co. "Edith" ran ashore on Zarembo Id. in fog early today. Capt. Daniels. She has a full cargo of canned salmon. "Burnside" stood by. Floated off next day and was able to proceed south under her own power.

Early days of A.S.S. Co.

See Red Scrap Book No 136 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 drifted 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 transport during the Spanish-American War. Sept.1, 1915. Wed.

Built in Sutherland, Eng. 1882. 2369 gross; 1495 net. 276' x 37.3' x 27.4' 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 swell and westerly wind. Capt. C.W. McMullen sent out SOS "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 Doddwell and Co. as A.T.S. in Spanish-American War, with "Victoria" & "Tacoma"

EDITH

Album 5.

Small old Sd. Pass. Str.

1. Port, broad at dock with tug "Tyee" at Port Gamble. F

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 "Willapa" 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 9.7'

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"

EDITH

Album 2.

Album 28

Wood St. Sch. (old)

- | | | | |
|----|--|-----------------|----|
| 1. | Stbd. broad, still, in stream. | Gold Rush ship. | G. |
| 2. | Stbd. Broad; spelled still. | V.G. | |

EDITH A

Parkers boat

1. Pict. assisting "Emma" after sinking. (PCA-10)

"EDITH FOSS"

Album 13.

Book 29.

ex "Chilkat"

Album 8.

1. Port bow, near Foss moorage in Lake Union canal.
2. Port broad at Port dock as LT 239
3. Port broad, high and dry in Alaska (Magazine cut)

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.

Album 8.

EDITH FOSS

Album 11.

Foss. L. & T. Co.

Album 13.

S.T. 150 (Army)

1. Port bow, a/s Reliance and "Foss 16" still in
'Tugboat Annie' race.

G

2. Port, broad, speed, Tug-boat Annie race.

VG

3. Port broad at SPOE a/s boats as ST 150

"Rustler"

"Dauntless"

"S T 150"

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

Book 32
Album 27

EDMUND J MORAN

Moran Co. N.Y.

1. Stbd. broad, speed. (Mag. cut)
2. Stbd. broad, slow; N.Y.Hbr.
3. V.G. port broad, still. in Aug. Motorship; 1952. p.22

EDMUND MALLET

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.

EDNA

Album 12.

Old steam tug.

1. Port, broad, at old Pier.

VG

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, Calif.

EDNA

~~Steel Steam 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 Shipyard 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 scrapped her in 1939.

She had a 900 h.p. triple expansion engine made by the builders.

EDNA CHRISTENSEN

Book (29)

Steel steam schooner.

Ex. John A. Hooper

- (1. Stbd bow at lumber dock. (Magazine cut)

EDNA CHRISTENSON

~~Pacific Coast Wooden Steam Schooners.~~

~~Lyman~~

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 her life in the
grain trade from La Connor. She smashed up in a storm
when she broke adrift and fouled the "Greyhound" at the
Coleman Dock Jan. 24, 1902.

EDWARD A YOUNG

Album 9.

(Diesel tug)

1. Stbd. broad, at dock.

VG

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

Pacific Sealing Ships

American schooner

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. Hiram 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, reaching safety, except for one man who was so scared he fell overboard and was drowned. The schooner made good catches in subsequent years on the Japan Coast. McLean left her

ALASKAN (Sitka) 8/17/'89 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
Gloucester, Mass. 93 tons.

MORE INFO. BOOK 35 Page 54

after the season of 1894 and the following year she was skt
opered by Capt. A.C. Folger. 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.

EDWARD J. MORAN

Album 8.

1. Port broad at Seattle Port Pier as Army tug. G.

EDWARD LUCKENBACH

Lg. cargo vessel

1. Port bow; at pier. (P.39; Nov.'51 SHIPS & SAILING)

2/ Port hole Pict.

(PHP--4)

The Porthole Pict. is probably the 2nd vessel of the name. She is a C-3 freighter of 12,788 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 full-
rigged 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/'70 Under Capt. A.T. Whitford. 30.85 tons. (New
Owners)

EENDYK

PHP. 1.

Scandinavian Frtr.

1. Stbd. bow, slow in stream. (Portholā)

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.

E.F.MORAN, JR.

Album 27

Moran Co. tug.

1. Port broad, slow, New York.

Book 32

E. G. ENGLISH

P.Sd. Frt. Wet-ass

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

Book 33.

EGIL B

Power barge

1. 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 ~~X~~23; pp 123

EGYPTIAN REEFER

Danish M.S.

Kerr S.S.Co.

Have envelope Lg. G.S.File under DANISH VESSELS

EIDER

210842

Album 5.

U.S. Bureau of Fisher.

PCA--6

1. Stbd. a/s "Brant" at Fisheries moorings Lake Union.
2. Stbd. broad, at City Float, Juneau, P.C. Album 1.
3. Port broad, slow, Ketchikan Hbr.
4. Three views of her coming under Douglas Bridge.

Formerly "Idaho"

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 Priblofs 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 Fisheries hit a rock
in Wrangell Narrows, but is going on to Seward for re-
pairs.

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

(2)

EIDER

Ex B. of Fish.

1. Info. only (Shaft trouble 1955) Album 43 pp. 5.
- 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

New Jap M.S. 1955

1. VG Porthole Pict.

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 Isles

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.

Book 32

EINAR BEYER

Album 7

Cannery tender.

Album 22

Later "Fearless II"

1. Stbd. broad, at Seattle Pier. G.
2. Port broad, in Ketchikan Hbr.
3. Port bow at Fishermen's dock, Seattle. (Mag cut.)

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, Ray Clark and Lewis Meman.
- 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.

P.C.A. 4.

Fish packer
Rebuilt subchaser

1. Stbd. broad at Conway dock; Sitka
2. Port broad, anchored in Wrangell Narrows.

XXX

Album 19.

EISENACH

Large German Frtr.

1. Six different views of the ship wrecked on the Washington Coast. Identified in several of the pictures is the tug "Retriever" of the

Info. book 35 Page 74

ELBA

Sm. frt. S.S.

1. Pict. and info. 187' For sale. Album 43.

EL CAPITAN

Steel st. sch.

"Lakina"

"Oliver J. Olson"

1. Picts. as the "Lakina"

3/21/1939/6 Consolidated-Olympic S.S.Line will operate
S.S. "ElCapitan" 4000 ton str. in the Bering Sea route.
Sam Taggart 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.

See card on "Lakina"

EL CEDRO

Album 4.

Steel Steam Sch.

1. Port, broad, slow in Seattle Hbr. as U.S.A.T. VG
2. In Tongass Narrows; War paint. (Album 28)

ELDER

Old Gold Rush Steamship

1. Have picts of her 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 info-see car on latter.

Elderberry (U.S. Coast Guard cutter)
Information filed 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.

See "Phillip B. Low"

ELDORADO

Steel Steam Schooners of the P.C.

Lyman.

2310 tons; built 1912 at Craig yards for Pacific Transport 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 there early in 1940 after sale to W.C.T.Hwang of Shanghai, China, going under the flag of Panama.

E.L.DWYER

1. No picts.

Check papers Sept. 1911

ELECTION

Old sailing bark.

Alaskan---

1. No picts.

See reverse side of card on bark "Wildwood"

ELEANOR

Old luxury steam yacht.

1. No picts.

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 Vanderbilt'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" (probably 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."

E. LESTER JONES

U.S C.& G.S.

1. Small mag. out. port qtr. speed.
2. PICT. BOOK 32; pp 35

88' long twin 150 h.p. Cooper-Bessemer Diesels.

Commanded in 1944 by Lt. Comdr. E.B. Roberts.

Built at ~~Seattle/War~~ in Seattle--as a sister ship
to the "Patton" 88' x 21' x 8'

Twin EN-6 Model Cooper-Bessemer. 44" x 29" wheels.

Built at the Astoria Marine Co. Astoria, Oregon.

ELEU

Book 29

Album 12

Hawaiian tug.

Young Bros.

1. Stbd. broad, speed. Good. (Magazine cut)

2. Photographic repring of above cut.

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

ELF

Album 13

Old steam tug

1. Stbd. broad, at anchor, painted white; old. VG

Now "Foss 15"

Built 1902 Hoquiam, Wn. ~~117/ETPBBB/7P/het~~
44 gross; 30 net; 60' x 17' x 7.5' For O.G. Olson. Used
in general towing Sold to Foss Col in 1916 and became the
"Foss 15" Re-engined in 1937

P.C.A. 5.

ELFIN II

P.C.A. 6.

Swanson's fish packer

1. Stbd. broad at side of J. Cold Storage dock.
2. Stbd. broad at face of A.S.S.Co. dock.

ELFIN III

Ex HANNAH C

See file card on HANNAH C

ELI D. HOYLE

Album ④.

U.S.A.T.

Wooden St. Sch.

①. Port, broad, slow in Seattle Hbr. as U.S.A.T. VG

Info. and Good Poem. Book 36 Pages 15--49

ELIHU THOMPSON

Album 2

Steel steam sch.

1. Stbd. broad in stream. still. Probably Ketchikan. G. bulkheads saved her. Beached at Dundas Bay. Benson. Owned by N. Pac. Sea Foods Co.. Nearly sunk--her 2 miles W. of Cape Spencer. Capt. H.E. Farrer and Pilot in her bottom. Had hit an ice-berg on night of Apr. 19th Empire: 6/5/1919/2/ She docked at Tacoma today with 3 holes tons of coal left when she arr. Ketch. on way south. of Sea Wolf fame is wrecked. The "Thompson" had only 2 torn from their moorings. However, only the "Halcyon" history at Unalaska.--Five schooners blown ashore--all Seattle, 19 days out of Akutan. Reports worst storm in zen (Bernitzen) of the North Pac. Sea Products Co. arr. Empire: 12/20/1918 pp.3; "Elihu Thompson", Capt. John Bent-the Taku Hbr. salmon pack South. D.A. Disp. 9/13/1913--towing "Dashing Wave" and was to take but series of storms from there on to Seattle. Wave" Reports having a fine trip from Nome to Taku Hbr. John Truebridge, arr. Seattle towing the barge "Dashing D.A. Disp. 10/29/1909 P. Gold Storage Co. str. "Eli-T" Capt.

Was at Nome 6/23/1903

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.

Built 1888 at Newcastle, Eng. as the "Italia" for Norwegian interests. 896 gross; 448 net; 195.1x28.1x20.6' Came to the Pacific Coast in 1897 and in 1898 she went on the Seattle-St Michael, Alaska run. Her last owners were the Glacier Fish Co. of Tacoma and she is not listed after 1921.

Arrived in Juneau Nov. 29, 1901 (A.M. Record)
See old paper in Museum dated Dec. 8, 1898. Story of her escorting two Col. River Str. to Alaska. See reverse side of card on "Game Cock"

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

(2)

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 interests 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 at which time she passed to N.P.S.P.Co. She is an iron steamer and was built in Newcastle, Eng. 1888 195.2' 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

1. Port broad near Point Young, 1945

ELINOR H

5-masted schooner

1. Stbd. broad, drawing. (Mag. sketch) Book #34 p. 10

For info. see C.C.Caulkins "High Tide"

ELISABETH BAKKE

Nor. M.S.

1. (Info. and pict. of master)

Album 43.

ELIZA

Pacific Sealing Ships

American schooner

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 dates or other data.

XXX

ELIZA ANDERSON

Album 14.

Old side-wheeler.

Book 32

Book 29

1. Port, nearly broad, at old Seattle pier. VG
2. Port, broad, upright, wrecked on beach in Dutch Hbr.
Album 18.
3. Port broad, upright, same as above. (Mag. cut)
4. Stbd. bow, at dock. (Mag. cut)†

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 Mar. 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 (Sitka) 10/9/97 says "E.A." was in distress, but
finally made Unalaska on Aug. 4th, 1897. Had 109 pass.
For St Michael. Pass. had to be herded below to increase
her stability and when they got to Unalaska they decided to
abandon her as unseaworthy. They chartered the sch.
"Baranoff" of Orca and continued on to their destination.
SEE ALASKA SPORTSMAN Apr. 1956; pp. 8 for very good story
of her eventful last trip---"A Stranger Came Aboard"
complete with plots. and pict. of author Tom Wiedemann.

ELIZA EDWARDS

Pacific Sealing Ships

Canadian Steam Schooner

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/'91 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

Lyman

363 tons; built 1903 At S.E. by W.F. Stone.

Had 350 h.p. compound engine from Fulton Iron Wks.
and carried 400-M ft. lumber.

Owned until 1927 by Emil T Kruse of S.F. then passed
to Hobbs, Wall & Co.

She arrived at S.F. from Eureka in Apr. 1939 and
was laid up

ELIZABETH 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 Rolph shipyard 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.

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 con-
nected with his sch. "Carmencita" D.A.Disp. 1/26/1906

ELLA JOHNSON

Pacific Sealing Ships

American Schooner

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.

ELLA ROHLFFS

Sm. old Str.

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
returnēd 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. 1885
36.9' x 14.5' x 5' O.No. 135838 She 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
went to Bering Sea in charge of Capt. 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

ELLEN AUSTIN

American schooner
1881

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, nothing was missing and no signs of a struggle 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

1. No piets.

See Page 66---Book No. 35

ELLERY W. NILES

Album ③.

Army Mine layer.

①.

Stbd. broad, speed, near wooded point.

VG.

ELLERY W NILES

Mine layer and cable-
ship. 1937.

9/16/1937/4 New mine-layer and Cable-ship. Pict. showing
her at launching.

ELLIDA

Juneau codfish sch.

1. No picts.

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.

ELMORE

Album 9.

As diesel tug.
See "R.P.Elmore"

1. Port, broad, speed, Seattle Hbr. as tug. VG

XXX

ELNA

Album 18. Album 21.

Steel steam sch.

Album 4. Album 25.

1. Port broad, resting upright on even keel decks nearly awash in Cadbury Bay. Had hit reef on Trial Island Sept. 21, 1943 and made Hbr. before sinking.
2. Stbd. broad, loaded, slow in stream as U.S.A.T. G
3. Two view ashore taken from on deck looking forard.
4. Aground, showing deckload on one side from on deck.

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 yacht

No picts. Some info. in Book 37; page 22

1. VG pict. pp. 14 in Book 44.

ELSE BASSE

Danish Frt.

1. On fire.

Book 40; pp. 53

ELSIE

No. 136031

Some kind of odd str.
in Juneau, 1900
Mail boat--cannery
tender.

1. No pict.

FULL HISTORY IN LARGE FILES

ALASKAN 10/15/'92 carries an account of her trouble.
See brief on back of card on "Salmo"
ALASKAN (Sitka) 6/20/'91 North American Comm. Co. str.
to begin new mail run July 1st---Sitka to Unalaska.
Built 1889 at S.F. Ave. contract money is about \$1500.
For each round trip.
ALASKAN (Sitka) 7/11/'91 Arrives Sitka; Capt. J.F.Lennon,
Chief W.F.Donnelly and 7 others in crew.
Arr. Unalaska 7/17/'91 on her initial trip.

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

Built 1889 ;65.73 gross;37.69 net 159 gross;
Had 40 nominal h.p. 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

Capt. W. Thomas. 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. Johnson 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

~~Pacific Sealing Ships~~

~~American Schooner.~~

59.87 gross; 56.88 net. 67.7'x20.6' x 7.5'
Built at Port Townsend in 1894. Off. No. 136486.

In 1895, she carried a crew of 8 whites and 11 indians under Capt. N.T.Oliver and hunted along the coast on the American side, taking 209 skins. The next two seasons she was skippered by Capt. F.W.Currie and went across to Japan. She is not listed with the fleet after 1897

ELSINORE

Sailing bark
Cannery ship

1. No picts.

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

Book 32

EL SOL

P.C.A. 3

Miki type tug.

Album 27

Ocean Tow.

1. Stbd. broad, at Union Oil dock, Juneau.
2. Near bow on towing O.T.I. 719 (Mag. cut.)
3. Port broad, Seattle, towline to Barge. 719

Story of Shemya trip. Book 37; page 27

EL SOL

New unit of P.T. & B.

1. Stbd. near broad; distance; at Portland yard. (Mag. cut)
2. PICT. BOOK 32; pp 8
3. PICT. BOOK 34; pp 14.

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 Carlbough rescuing 52 from Texas Tower.
etc. (Book 39; pp. 42

ELSUNO

Yukon River str.

1. No picts.

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

ELWHA

Book 29

P. Sd. Ferry.

1. Broadside. (Magazine cut)

Info. Book 36 Page 15

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 spāāsh 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.

1. Have pict. of her as the "Yukon"

For one old Native and his wife, would have killed them all. After considerable abuse and hardship they were taken to Killisnoo in the Indian canoes--a trip which took 8 days. At Killisnoo the Rev. cutter "Wolcott" took them to Juneau 2/18/'95 paper says "Elwood" Capt. E.F. Wyman unloaded 80 tons coal in Juneau at Peoples Wharf. From her she was to load 50 tons of ice in Glacier Bay then proceed to the halibut banks off Cape Flattery..

More: Left Seattle 9/11/95: Turnagain Arm Oct. 11. Left Oct. 25. Hit storm Cape Elizabeth. Made shelter--9 days. Good crossing of Gulf. Took 20 tons ice in Glacier Bay. Killisnoo Dec. 1st. Fished halibut. Left Dec. 9, for Rocky Pass. Storm 01:30 on 10th, hit rocks 04:30. Kid was Arthur Scullin. B.F. Gadsstrom, 21, drowned. Others besides Capt were Mate M.E. Burgess, P.B. Tyler, B.W. Feldt, (Mate Fitch and cook of "Theobald", Ole Olsen and 2 natives left at Killisnoo.

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.

1.

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 (31)

EMBLEM II

Small Troller
Eberhardt's

(1) Sitting on rocks. (Mag. cut)

EMDEN

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
- ②. 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 afforded a previous German war vessel, the cruiser "Falke" which visited 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. '51

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.

XXX

Album  17.

EMIDIO

General Petroleum Tanker.

- ①. Stbd. bow. nose high near shore after being torpedoed by Japs. Dec. 19, 1941 off Eureka, Cal. Pict. shows her as she appeared after being floated to Crescent City, Calif. Dec. 20, 1941.

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.

EMILY F. WHITNEY

3-masted bark

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.

EMILY KELLER

P. Sd. str. (Sm.)

See "Wildwood"

See reverse side of card on P. Sd. str. "Wildwood"

EMILY M

No. 136667
Yukon River str.

1. No picts.

Wet-ass built 1898 at Brownsville, Ore. 12 gross; 9 net;
32.4' x 9.3' x 2.6'

EMMA

Yukon River steamer

1. No picts.

Listed by MacBride as a str. used on the Upper Yukon.

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

~~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 sea otter. In 1895 reported to have dropped out of the fleet. (Believed to be a different vessel than two previous "Emmas" mentioned.

EMMA

Old Juneau sealing
schooner

1. No picts.

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.

1. Pct. at N.C.Co. after being raised. (PCA-10)

EMMA ALEXANDER

Album 1.

Book 32

Pacific S. S. Co.

Large Passenger.

1. Port, broad in stream, speed,

2. Port bow, still in stream.

"CONGRESS"

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

Build 1913 at Camden, N.J. as the "Congress"
7793 gross; 4428 net; 423.8' x 54.9' x 29' Originally
built for the Pacific Coast S.S.Co. and used on P. Sd.--
S.F. route. Sold after burning in 1916 off Coos Bay to the
Chinese and was renamed "Nanking" In 1922 she passed to
the Admiral Line and was renamed "Emma Alexander" Ltd
up in 1930 with the rest of their fleet when the company
went into receivership. Nothing further on her.
More history on reverse side of card on "Emma Alex.--"
See card on "Congress"

EMMA and LOUISE

~~Pacific Sealing Ship~~

~~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 Alaska Commercial Co. with Capt. 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 Capt. 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.

EMMA HARRIMAN

Album (23)

Old side, wheeler.

1. At dock, early Seattle, with "Olympia I"

EMMA H. HARRIMAN

Old whaling bark
Bering Sea.

1. 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.

Album (26)

EMMA HAYWARD

No. 8763

Old P. Sd. Wet-ass

From Lewis & Dryden

- ① Port broad, still in stream. (620 neg.)
- ② Port bow at old pier.

Built 1871 at Portland, Ore. 61~~3~~ tons; 456 net;
177' x 29' x 7.5'

EMMA NOTT

Yukon River str.

1. No picts.

Built 1898 on Lake Bennett 48 tons.

Arrived Whitehorse 10/18/1901

EMMA UTTER

3-masted schooner

1. No picts.

See page 66----Book No. 35

EMPIRE

Yukon River steamer

1. No picts.

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.

Album 15.

EMPIRE CONSEQUENCE

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.

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.

The 22,000 ton vessel has been sold to the British Iron & Steel Corp. of London 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 Oriental service, making her 1st. 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 info. 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

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

EMPRESS OF BRITAIN

Lg. liner. '55

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

PHP. 1.

Lg. Canadian Liner.
"Dutchess of Richmond"

1. Stbd. bow, still in some island hbr. (Porthole)
2. Port broad, speed, Vancouver Narrows. (Porthole)
3. V.G. Stbd. bow from air. Jan. '53 S&S Page 1.
4. Pict. and story page. 4, S.&S. Apr. '53
- 5/ Pict. and story of her salvage. S.&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 info 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 Richmond

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 Quarantine 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 hundred feet of bottom damaged!

EMPRESS OF CANADA

Third of name 1960

1.

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 Armstrongs (Ship-
builders) 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 ad-
aptable to tropical cruising in off seasons.

Album (26)

EMPRESS OF CHINA

Lg. 2 stack British
Liner. From Lewis
& Dryden.

1. Stbd. broad, still in calm water.

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. ~~Afloat~~ 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 unhurt. SHE WENT ASHORE ON JULY 1/2 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 SCOTLAND**"

Some late info. in STEAMBOAT BILL Sept. 1958 pp 81.

EMPRESS OF RUSSIA

Book (29)

Lg. Canadian Liner.

(1. Port bow, still. Good (Magazine 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.

M.D. 3/1/1958

Ex C.P.R. Pacific liner will re-enter trans-Atlantic service in July 1958 under the German flag.

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 qtrs. 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 JAPAN
(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.

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. 13~~0~~716
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'

- ①. Stbd. at N.C.Co. dock, inside of tug "Mahalo"
- ②. Port bow, City float inside of tug "Mahalo"
- ③. Stbd. broad, at N.C.Co. dock.
- ④. Port broad, on N.C.Co. ways

ENTERPRISE

Old wet-ass.
Lewis & Dryden

1. Port broad, sketch:

Some info. in Book 37; pages 35 and 36

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.

Album 22.

Album 23.

Puget Sound T & B.
(Steam and diesel)

1. Port, broad, line to ship, old steam tug; Bristol B.
2. Port, broad, speed, Puget Sound as P.S.T. & B. tug.
3. Port, bow, a/s old tug "Chehalis".
4. Port qtr. in Ketchikan harbor. Lots of house.
5. Towin sailing ships in Bristol Bay with the old
"Equator"
6. VG picts. and complete history (S&S Summer '57 p26)
7. Dismantled, etc. BOOK 44; pp 35.

Mentioned in Lawrence letter Red Scrap Book # 136
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 net; 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 Israel 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 6, Wash.

ERIK FOSS

1954 Foss tug.
Ex. "Gleaner" and
ST-216.

1. Picts. and info. PWB. Oct. '54; pp. 23.
2. Picts. and info. (Album 43)
3. VG porthole pict. (PHP--4)

ERNA

Old Pacific Ocean S.S.

1. No picts.

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.

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

PHP. 1.

Frts. vessel

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)

3. Deck scene--unloading burned lumber. (34; p. 32)

4. Bow. view at Portland dock. (Book #33 page 22) 23

5. Good picts. and story of burning. S.&S. Dec. 1952
pages 18 and 19

6. Good port broad, mag. cut. as rebuilt after fire.
Pict. of her burning. Book 40; pp. 52

More info in Book 37; page 47

More info. Book 33; page 29

Info. Pages 58 and 60 Book 37

Pict. and info. Book 37 page 57

Named for an Island on the Danish Coast.
440' liner made her first trip to Seattle in Oct. 1937
Her last trip before the one she burned on was in Oct. 149

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 ship 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 Light-ship 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 Hoboken. There were no casualties and she carried no passengers at the time. Both vessels are familiar to Seattle.

Caught 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.

1. Port broad, all but three sticks cut down.
(Magazine cut)

Someinfo. on her in DIARY 1947. Page Jan. 2.

ESCORT

Canadian tug.
Kingcome Nav. Co.

1. Pict. and info.

Album 43.

ESCORT No. 2

No. 135572

Album 12.

Canadian steam tug.

1. Stbd. broad, at old dock, Vancouver, B.C.

VG

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 live-stock 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. "Humboldt" 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.

1. Port, broad, a/s "Chatham" In Lake Union, G.
2. Stbd. broad, at Pier C. Seattle; as U.S.A.T. ST 69

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 hp. 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.

ESSINGTON

Old B.C. wet-ass

1. Info. only.

BOOK 44; pp 47

ESSO GREENSBORO

10,000 ton tanker

1. Port broad, burning after collision with~~t~~ the tanker

"Esso Suez" Apr. 20, 1951 Page 4; July 1951

SHIPS & SAILING

ESSO MANHATTAN

Lg. U.S. tanker

1. Pict and story ---Book 35; Page 17

Album (28)

ESTEBETH

Album (11).

P.C.A. (3)

Davis Transportation.
Mail, Frt. Pass.

Album (24).

P.C.A. (4)

P.C.A. (2).

P.C.A. (5)

1. Stbd. broad, speed, Alaskan waters. F
2. Stbd. broad, at Sitka Std. Oil dock. Photo AlbumG
3. Port, broad, on Rutherfords grid. Norway Pt. F.
Photo Album No. 1.
4. Port bow, ~~Bull~~ speed, in Channel, bad weather. VG
Photo Album.
5. Stbd. broad, travelling in Peril Straits
6. Set of ten picts. heavily iced in Juneau Feb. '47
7. Churning up mud back of STD. OIL float.
8. Set of four on Northern Commercial ways.
9. 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.
11. Port bow, speed, Chatham Straits.
12. VG. at Sitka (Alice Island background) (PCA--7)

Arrived in Juneau 18:00 July, 22, 1918 from Seattle on her initial trip. 103 hrs 20 min. with two stops for rest. Averaged $8\frac{1}{2}$ 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 " "

Sitka...

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 (12/12/1918) for
Sitka...

(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 Sitka. 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~~ ~~American~~ ~~gas-boat~~ ~~"Kolynday"~~ ~~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. Easer \$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 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.
- 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 " " today 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 Island 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 this trip.

Emp. 2/4/1924/6 "Estebeth" hit rocks in Hunter 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.....
- Emp. 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
Funter Bay.
- Emp. 1/28/1925/2 "Estebeth" returns to Juneau--did not get
around Pt. Retreat so has cancelled out the Sitka trip.
- Emp. 2/2/1925/6 "Estebeth" overdue on Sitka run---heavy
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 port---unable to
buck to Skagway in teeth of N.W. gale.
- Emp. 6/2/1926/6 "Estebeth" Capt. Ed. Bach.....
- Emp. 6/26/1926/8 "Estebeth" to start new frt. run. Juneau
to Port Alexander via Chatham Str. and return.
- Emp. 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.-Sitka

Emp. 11/11/1926/2 Salvation Army charters "Estebeth" Capt. Larry Parks 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." also ran

(5)

ESTEBETH

~~into some trouble and now both vessels are disabled at Ketchikan.~~

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 Outer 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" came)

SEE SHIPWRECK FILE FOR HER EVENTUAL END.

6/26/1946 "Estebeth" goes 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 on Skagway run.

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.

11/9/1929 "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 read 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 Kettleeson, Dr. H.J. Hodges, Al Tilson and Hugo Fredrickson Capt. of the "Theresa" a 35' troller, were miraculelessly rescued by the "Estebeth" 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 2½ 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 mail boat.

(2)

ESTEBETH

Juneau mailboat

8/5/1935/2 Baby born 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 Tenakee---too 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" 3 days late from Sitka. Storms.

12/24/1936 "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. Oil truck driven by Ralph Merrill. Accident. Pulled out 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 Steam Schooners

Lyman

1014 tons; built by Matthews at Portland and has the distinction of being the last wooden steam schooner built ~~by her~~ on this coast.

Carried 1275-M ft. lumber.

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

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

In Mar, 1941, she had steering gear 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 un~~l~~ess 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.

ETTA MAC

Old Canadian tug.
now. "Grant Lindsay"

1. Info. only.

pp. 21; Book 41.

ETTA WHITE

Album 9.

(Old steam tug)
Canadian.

1. Stbd. broad, at pier in Vancouver B.C.

G

Built 1871 at Freeport , Wash. 111 gross; 76 net;
93' x 19.6' x 9' Burned at Swanson's Bay, B.C. 1921.

EUDORA

~~Pacific Sealing Ship~~

~~U.S. Schooner~~

73.36 gross; 69.72 net; 80'x22.4' x8' O.N. 135194
Built in San Francisco in 1876 by Matthew Turner. Reported
sealing from Neah Bay in 1879, 1880, and 1893 but there
seems to be no other data concerning her. She was owned
in 1882 by the Alaska Commercial Co. with J.E.Lennan in
command.

Marine Digest.

EUGENE

No 136424

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

(There is a steamer "Eugene" mentioned in Lewis & Dryden built at Portland in 1895 and used from Portland to the headwaters of the Willamette.)
Have nothing on her except to mention that Capt. Lewis who was in the "Clara Nevada" when she was lost in 1898 had 'previously commanded the steamer "Eugene" (There is a steamer "Eugene" mentioned in Lewis & Dryden built at Portland in 1895 and used from Portland to the

EUGENE

No. 136424
Wet-ass on Col.
1898

1. No picts.

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.

1. Port broad, speed. (New tug)
2. Stbd. broad, V.G. Bow wave; seas. Cover TOWLINE
Apr. 1952
3. Group of V.G. picts at sea in Apr. '52 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.

1. Stbd. broad, slow, New York.
2. Tows floating Docks to Whittier----info. See pages
24, 36, and 45 Book 41.
3. V.G. pict. taken in Sumner Straits from "Watres"
Nov. 1953. (Album 27)
4. Two V.G. 8 x 10 photos with her floating Dock tow--at
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 "Comanche" Homeport is now Seattle.
SEE Lg. G.S.Files in BARGE LINES (Tugs) To Alaska, Hawaii.

Book 32
PCA--6.

EUREKA

Seine-type mailboat.

1. Port bow, from abo e at her float. (mag. cut.)
2. Port broad, at Ketchikan wharf.
3. Two VG. coming out of Kasaan Bay. (PCA--7)

10/20/1938/6 Reported missing on hunt to Rocky Pass with
Harry Race and party on board. C.G. "Alert" to search.

Album (28)

EUREKA

New S.F. Bay ferry

1. 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"

1. Stbd. near broad, Seattle Hbr. (Porthole)

D.A.Disp. 3/13/1914 A str. of this name ran out of fuel off Morro Bay, Calif. and had to burn everything inflammable 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. Co. 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, Ore 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.

EUREKA

Pacific Coast Wooden Steam Schooners

Lyman

484 tons; built at Wilmington, Calif., 1900 for Chas. P. Doe. of S.F., who is also listed as her builder. but it is more likely that she was built in William Muller's shipyard.

Had 1000 h.p. compound engine

Was owned by Doe for 12 years then passed to the North Pacific S.S.Co.

Wrecked on Point Bonita, S.F. Bay Jan. 8, 1915 with loss of one life.

Was a passenger carrier and not a lumber vessel.

D.A. Disp. 1/9/1915 St. Sch. "Eureka" 484 tons of the North Pacific S.S. Co. was wrecked early today on Pt. Bonita S.F. Hbr. All pass and her 18 man crew saved with the exception of 2nd Officer James Rolger, who is believed lost.

Album 26

EUREKA

No. 5174

Old passenger steamer
Formerly "Little Calif."
From Lewis & Dryden

1. Port broad, speed, (620 neg.)

ALASKAN (Sitka) 3/14/'91 Says she arr. Sitka today.

Book 30
Album 28

EUROPA

Large French Liner
LIBERTE

1. Port bow, from above, sinking at Le Havre. (Mag. cut)
2. Stbd. broad, still in stream. 1938
3. Colored Post Card.

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 here.....

EVANGEL

Sm. Old, screw, pass. str.
From Lewis & Dryden.

1. Port broad, still in stream. Painting. (620 neg.)

EVANGELINE

East Coast steamer

1.

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 58'-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", Hardan-
ger", "Nordanger" and "Evanger"...

EVANS

Yukon River steamer

1. No picts.

See "W. H. Evans"

EVELYN

Yukon River steamer

1. No picts.

See "Norcom"

1. Bow view sitting upright on rocks. (Mag. cut)

EVELYN BERG

Album 4.

later "Chatham"
Wooden steam sch.

1. Stbd. bow, at Seattle Pier

G

Info. Book 36 Page 28

Sold to N.W.S.S.Co. in 1934---Album 48; pp. 20

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 aground on Pt. Vandeput about
06:00 yesterday 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 was 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 discovered that she had no
rudder at all! She was refloated and will await the
arrival of the tug "Arthur Foss" from Seattle to tow
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.

EVELYN S

Album 11.

Cannery tender.

1. Stbd. broad, at low pier Lake Union.
n

VG

XXX

Album 19.

EVERETT

Wooden Steam Sch.

1.

Stbd. broad, upright, nearly dry on Des Moines
Beach May 1926

C.C. says burned 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 tons; built 1920 at St. Helens Shipbuilding Co. St. Helens, Ore. for the C.R. McCormick Lmbr. Co. 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, Ohio ---two 700 h.p. triple expansions driving twin 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 ????) Crew picked up by the C.G. Cahokia"

Emp. 10/30/1926/6 "Everett" sunk about mile off Coast of Calif. near "Eureka"

EVERETT HAYS

Pacific Sealing Ship

U.S. Schooner

39.44 gross; 37.48 net; 60'x19.2'x6' O.N. 136278
Built by Matthew Turner at Benicúa, Calif. in 1892 at a
cost of \$3750.

Operated out of Unalaska under Capt. Chas. Rainford,
for many years, mostly hunting sea otter~~s~~, but also did
some sealing. After the business was abolished by the
treaty of 1911, she engaged in trading among the Aleutians
and was still afloat at least as late as 1927.

Marine Digest.

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. picts. Album 43 pp. 3 and 4
2. VG porthole pict. (PHP--4)
3. VG picts. and complete info. (M.Eng. 8/31/56;pp 80)

Info. pp. 1. Album 43

Info. pp. 2 Album 43

EVERGREEN STRAIT

Ex. "J.L.Luckenbach"

1.

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

PHP ②

EXACT

PHP. ①

Old schooner credited
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)

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

1. Bow view, nose ashore at Valdez
2. Port near broad, near beach, burning. (Mag. cut)
3. On Treadwell Beach 1901 with others. (Album 28)

Add to burning. The Alaska small str. "Alaska" assisted her after she had been beached and the sea-cocks pulled. After being pumped out again she was escorted to Seattle by the "Alaska" Her passengers had been taken to Ketchikan by the str. "Humboldt" and were to go south on the "Bertha" She was owned by the Pacific Packing and Navigation Co. Her cargo was ruined.

Left Katmai for Seattle Mar. 16, 1901

ALASKAN (Sitka) 11/9/95 was on St Michael run this year.

ALASKAN (Sitka) 3/28/96 Arr. Sitka from S.F. Capt. Higgins and Pilot; Capt. Lennon.

ALASKAN (Sitka) 10/17/96 she was chartered by the A.C.Co. to run to Cook's Inlet. Stopped at Sitka Oct. 12th.

Condemned by Steamboat Inspectors as unsafe Oct. 19, 1906

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, Calif. 830 gross; 565 net;
175.5' x 35' x 13.5' 25 crew; 366 h.p.

MORE INFO. BOOK 36 Page 2

Oct. 1902 she picked up the disabled str "Newport" up in the Gulf of Alaska and towed her to Valdez.

MORE IN 1/ 1947 DIARY Page Jan. 20.

D. Id. News 5/2/1900 says owned by Pac. Steam Whaling Co. left Seattle Apr. 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 sprung a bad leak at dock in Seattle today, the result of a beating she took coming down last trip from Seward---the tug "Equator" sailed for Valdez 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 Golden Gate yesterday. 21 crewmen removed; one missing; The larger "Harvard" was unhurt.

SITKA ALASKAN: (?L(?) 9/19/1903---suffered a fire in her coal bunkers. Capt. Moore beached her then sunk her to extinguish fire. "Georgia" took pass. 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.

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 brailling engine and has bunks for 16 men.

EXPANSION

Ex small F.S.

Aleutian Ids.

Mail boat.

Album 43.

1. Info. only

2. VG. broadside at Ketch. dock. Sept. '54 (PCA--7)

3. VG porthole pict. (PHP--40)

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"

PHP. ②

EXPLORER (New)

Album ⑥

New U.S.C. & Geo. Sur.

①. Port, bow, slow, close.

VG

②. Bow view in shipyard, launching, (Porthole Pict)

③. Port bow, speed. Page 27 May '52 Alaska Sportsman

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

Built at Lake Wash. Shipyards in 1940

Book 29

EXPLORER (Old)

Album 6.

Coast and Geodetic Sur.

- | | | |
|----|--|-------|
| 1. | Stbd. bow, slow Alaskan waters. | VG |
| 2. | Stbd. quarter, in dry-dock. | -G |
| 3. | Stbd. broad, still in Alaskan Hbr. | VG |
| 4. | Port, bow, close coming into Juneau dock. P.C.A. | 1. |
| 5. | Port, broad, anchored in Juneau Hbr. P.C.A. | 1. VG |
| 6. | Stbd. bow, as C.&G.S. (Mag. cut) | |

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.

- ① Port broad on N.C.Co. ways.
- ② Port broad " " " with "Foss 19" also on.
3. VG pict. at Juneau Cold Storage dock. (PCA-10)
4. Pict. on Rack Dump. (PCA--C)

10/29/1938/8 Long overdue and finally arrives safe at
Prince Rupert.

EXPRESS

Album 5.

Album 7.

Small A.T.S. tanker.

ex "David Campbell"

"Aleutian Native."

1. Port, broad loaded, speed, Seattle Hbr. Pre-War. G.

2. Port, broad, speed, in Lake Union Canal. as tanker G

3. Towing and crab boat in '54 PWB. Oct. '54; pp. 23

4. 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 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. Her new owners repowered her and renamed her "Aleutian 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 1941. See pp. 13. In Nov. 1955 PWB. for good pics. and story on her. She is now a unit of Upper Col. Riv. Towing Co. (Leppalut6)

To become a tug. See pp. 13, Book 44.