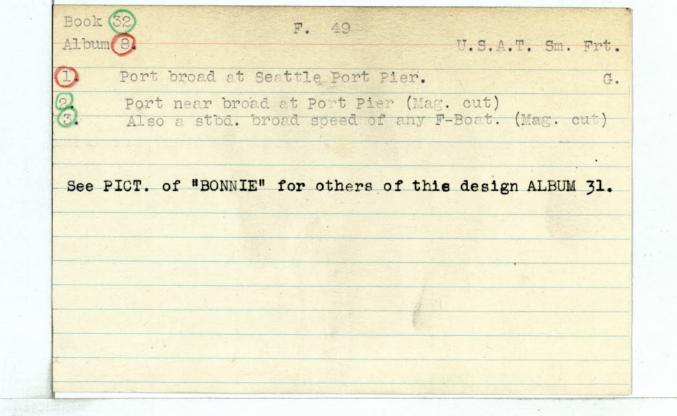
Alaska State Library Historical Collections

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

General Marine Files

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



99' long

Powered with a 350 Superior Diesel of 8-cyl. and having $8\frac{1}{2}$ bore x $10\frac{1}{2}$ stroke. Has 1.97 to 1 reduction gear and a $5\frac{1}{2}$ in. Monel shaft.

She is the first of a series built by the Birchfield Bhipbuilding & Boiler Co. at Tacoma.

Her first skipper was Capt. George J. Kippola who had previously been rigger leadman and trial skipper for builders. Before that he was a fisherman, fishbuyer and cannery tender skipper in Prince William Sound areas. His Chief was Albert E. Brooks who served on the old Pacific S.S. fleet on their ocean liners.

FAGERFJORD Steel Steam Schooners of the Pacific Coast

Lyman

2477 tons, built in 1917 by the Great Lakes Engineering Works, at Ecorse, Mich. for Nilson & Nyquist of Norway.

Had 1400 h.p. triple-expansion engine built by build-

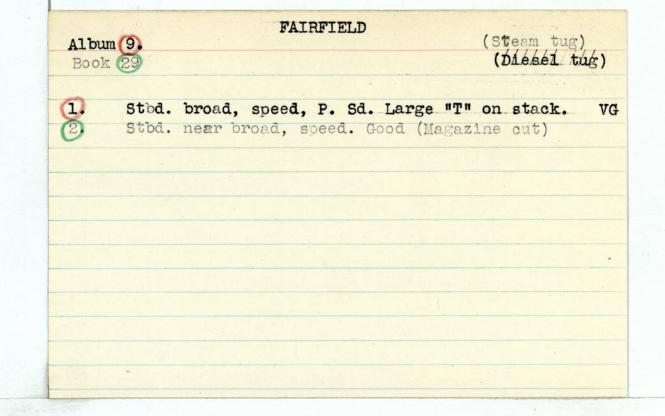
ers.

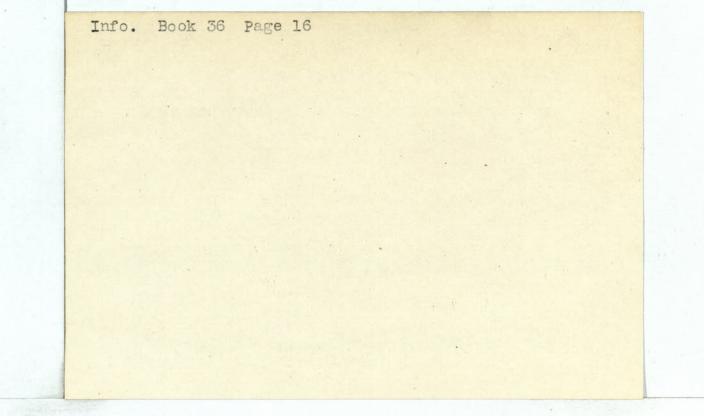
She was requisitioned from her Norwegian owners by the Shipping Board, who renamed her LAKE DUNMORE and sold her in 1923 to the Los Angeles Lmbr. Products Co. who in turn renamed her EL CICUTO.

Sold again in 1928 to the Kingsley Co. of S.F. and renamed TEXADA

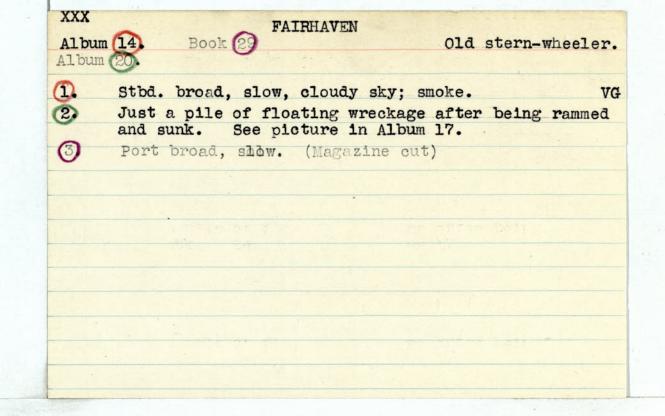
She was under the same ownership in 1940

	A. 6. m 11.			FAIRBANK	s		
11.00					1	Frt. Mail,	Pass.
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8	Port	broad,	speed,	Wrange	ll Narro	OWS.	
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			2101	The second			
		he se	Jane Ba				





FAIRHAVEN Wooden Steam Schooners of the Pacific Coast Lyman 751 tons, built 1908, and North Bend, by Kruse & Banks for J.E. Davenport, of S.F. Carried 750-M ft. and had 500 h.p. compound steam. . She was abandoned sinking off the Mexican coast in N. Lat. 19 37' and 105° 50' W Mar. 19, 1922



Built 1889 at Tacoma, Wn. 319 gross; 240 net; 130.2' x 26.5' x 6.2' Burned at La Conner June, 9, 1918 MORE INFO. BOOK 36; Page 17

FAIRHOPE U.S. Frt. and a state of the 1. Troubles-----Info. Book 40; pp. 50-51 2/ PICTS. aground BOOK 33; pp 46-47

FAIRISLE C-2 Frt. U.S. 1. VG. picts. and infd. of salvage operations: See pp 88 in M/Eng. June, 1957

Book	29		FAIRWEAT		Harris te	ender.
0	stbd.	bow with	fleet on wa	ys. (Mag.	. cut)	

	FAIRY	Very Steam	old Olympia, Wn 1 ferry boat.
1. No picts.			
	1		
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No. State of the state			
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terror to the second			
		and the second second	

On Oct. 22, 1857, her boiler exploded as she left the w wharf at Steilacoom, bound for Olympia. She sank at the dock and then disappeared. A fortnight later, her shattere hull was found fifteen miles distant, but her machinery had vanished, probably scattered all along the course of her first---and last---submarine cruise. M.D. Oct. 28, 1950.

Møre info. Book 37; page 35 Complete history----Album 48; pp. 13.

F.A. KILBURN Pacific Coast Wooden Steam Schooners. Lyman 997 tons: built 1904 at Fairhaven by the Bendixsen yards for the Watsonville Trans. Co. Carried passengers. Had 1000 h.p. triple expansion engine from Fulton Iron Wks. First used as a oroduce packet from Monterey to S.F. In 1910 she passed to the Maritime Investment Co. and in 1912 was acquired by the NorthPacific S.S.Co. Early in 1917 they sold her to Thomas Crowley and Andrew F. Mahony of S.F. She burned off American Sheal's Light on the Florida Coast June 14, 1918 D.A.Disp. 5/17/1917 pp.8; North Pac. S.S.Co. strs. "Geo. W. Elder", "Breakwater" and "F.A.Kilburn" passed to Thos. Crowley of Crowley Tugboat Co. for \$540,000 D.A.Disp. 1/2/1918 S.S. "F.A.Kilburn" wired late today that she was in trouble about 20 miles off Yaquina Head. The Str. "Celtic" responded, thinking she had engine troubles and towed her to port at Astoria. "ater it was discoverd that a sea-cock had been opened and enemy agents are suspected.

D.A.Disp. 7/15/1918 pp.2 Str. "F.A.Kilburn" burned off Key West, Florida yesterday. Capt. and crew saved.

	FALCON
and the second second second	Yukon River craft.
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the second s	
1. No picts.	
and the second se	

Small mail launch operated by the Bennett Yukon Nav. Co.

FALCON

Steel Steam Schooners of the Pacific Coast Lyman

1838 tons, built by the Moran Co. Seattle, 1908, for E.C.Caine of Seattle, costing \$225,000. and was sold in Feb. 1909 to the Chas. Nelson Co. of S.F. 1917 she became the SANTA INEZ of the Grace Lines 1922 sold to Thos. Crowley

1923 to A.F.Mahony of S.F.

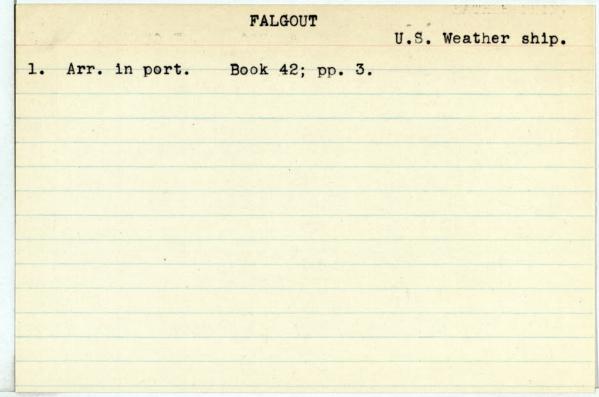
1936 to Pacific Ocean Products Co. and had a sardine reduction plant installed.

Jan. 1940 sold to Wm. C.T.Hwang of Hongkong by the **SS**nta Inez Fisheries Co. and she arrived at Hongkong in Oct. 1940.

XXX Album Album		FALCON	Small old pass. boat.
D	Stbd. broad, repairs.	port list, dry	at Everett, for wheel
•			
•			

	FALCON	Arctic exo shhip Comm. Peary.
. No pict.		
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k.		
	The second second	

Left Portland, Me. July8, 1893 with Adm. Peary and his Arctic expedition.



1. No picts.	

Commanded by Capt Behnke she was in Juneau during Aug. 1905 with 9 officers and 136 cadets. During her trip the waters of Alaska were mapped for the navigation library at the German Naval School. 260' long. 2800 h.p.

FALLS OF CLYDE P.C.A. 3. Sailing oil barge. 4-masted barque Port broad, at dock, Ketchikan. . Two views from the bow at the same oil dock. Stbd. bow as oil station, Ketchikan. (Mag. cut) 4. V.G. pict. under sail --- and info. (Book 44: pp. 17) 5. PICT. BOOK 32; pp 56 See dosier on her in Lg. G.S.File under SAILING SHIPS.

Built in 1878 at Glasgow, Scotland as the steel hulled barque of that name. Operated in the Australian trade by the Falls Line out of Liverpool in the late 19th century.

In 1919, she was ourchased by the General Petroleum Co. and sailed out of Tampico, Mexico carrying a capacity of 19,000 bbls. bulk oil. Towed to San Pedro, Calif. in 1921 for conversion into a floating station and subsequent ly towed to Ketchikan.

Mr. and Mrs. John Lokken and their son John Jr. have lived on board the vessel for the last 12 years. M.D. Feb. 12, 1949

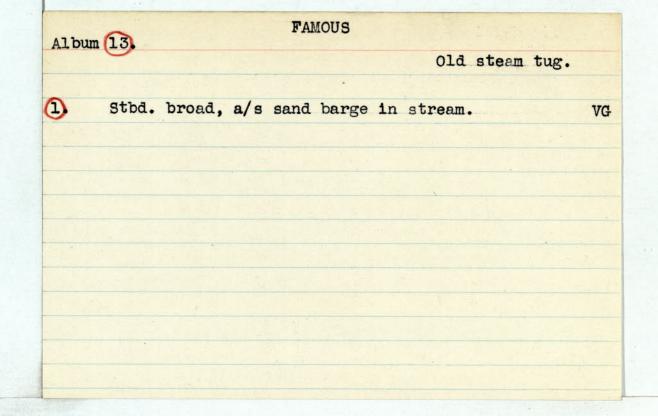
1807 gross; 1748 net; 266.1' x 40' x 23.5'
Emp. 3/23/1922/6 "Falls of Clyde", converted from a windjammer to a tanker is due at Seattle Apr. 1st from L.A. and will be towed to Seattle.

PICT. under sail. Some info. BOOK 44; pp 17.

PHP (3) FALSTRIA Danish Motorship Stbd. broad, slow, at sea. (Mag. cut) Book 33; p.23. 1. Stbd. broad, slow, at sea. (Porthole) 2.

Owned by the Danish 'East Asiatic Lines" Carries 54 passenge s. Had been on the New York-Copenhagen run for seve al months before coming around to the West Caast run. Cruises at 16 knots and has no funnels. The company now operates 23 motobships.

M.D. 6/2/151



	A STATE OF STATES	Yukon River str.	
. No picts.			
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Built at Nome in 1900. 75 tons;

FANNY Old schooner Sitka 1869 Arr. Sitka from S.F. 5/29/69; Capt U. Sherburne

FANTOME PCA-Book 29 Guiness' Yacht. PHP. 1 Port broad, anchored Lake Union. (Magazine cut) Port bow, in a drydock. (Porthole) 2. (3) Port broad, at anchor Lake Union. 4. Good pict. on inside of front cover --- Feb. 1954 Pacific Eisherman. "Homer" of Kayler-Dahl in foreground. 5. Sold to Canadian interests. Album 48; pp. 1 and 5. See pp. 33; Apr. 1954 P.W.B. for latestet info. on her.VG. 6. May not be scrapped. Book 42; pp. 8 7. Sold to Onnassis May, 1956 Book 44 pp. 30. 7. 8. Info. race. etc. BOOK 45: pp 12. IN JUNEAU 6/20/1939 (See card Juneau Yachts) the trendence

Some info. in 1947 DIARY Page Jan. 16. MORE INFO. BOOK 36: Pages 16--17 Info. pages 39 and 40 in Book 41. M.D. 4/9/149 says owner A.E.Guiness died. Statements such as being \$17,000 in arrears on taxes due to the State of Wash. and that she will outlive her original 35 man crew that brought her here; and that her golden eagle figurehead has 'ruffled feathers and resembles a vulture: and that she was originally built for the. Duke of Italy were all refuted in a later issue of Marine Digest. 09/02/21 'C'W only Gilbert Long (Eng.) and wife remained. ou bisi new .6561 . Joes ni giri askasla as mori eliteel times before A.A.Guinness bought her in 1936. She came to her hull with a steel hull. She changed hands a couple Bought by the Duke of Westminster in 1927 and he replaced of a lot of boat. Her design was that of an Eng. privateer Built for a million back when that much cabbage got a hell is also powered with two 1500 h.p. Swedish make diesels. Equipped with sail (required crew of 35 under sail) she In Dec. 1950 to Wm. and Joe Jones for an undisclosed price. Soll long Was in Portage Bay for last 11 years. Sold

Book (38) FANNY DUTARD No. 120508 Codfish schooner No picts.
 Two picts; Quarter bow. Only fair picts.
 VG Bow view at dock. (PCA-(PCA--7)

Built 1882 at S.F.Calif. 265 gross; 252 net; 126.5' x 31' x 10.8'

She was owned and operated in the Bering Sea codfish trade by Capt. J.A.Matheson. He had with him as Mate and man known as 'Red Oscar' a little stocky red-headed Norwegian. The story "The Highliner of the 'Fanny Dutard'" by Wm. Slavens McNutt glamorizes 'Red Oscar'

Capt. Matheson died at the age of 93 after being in the codfishing business for 76 years! He started in the North Atlantic at the age of 17 and in 4 years became a captain. Capt. Matheson sold the "Fanny Dutard" to Ketchikan interests who converted her into a floating brewery. However, the venture was not successful and she ended up serving as a barge in S.E.Alaska. M.D. 12/23/50

Empire: 12/10/1918 "Fanny Dutard" sch. of Bering Sea Codfish fleet, has reached Hoonah in a badly damaged condition due to storms. Foremast is gond, and she is leaking badly. Was enroute from the Figit Ids. to S.F. with copra...

XXX Album		No. 120724 Old Gold Rush Mail Pass.
Album 2	8	
(1. P	ort, nearly broad, heavily	viced in ice flows Cook
I	nlet Feb. 1910	
	tbd. qtr. close up, breaki	ing up; shortly afte r
	bove wrecking.	
b P	ills.	owards snow covered barren
0		11
U J	ow view, decks awash, stbd an. 5, 1910 Album (Post	Cand D)
	rt broad, speed. (Fair p	
	re broad, boodde (rair p.	
· .		
		whar in Wrangell and her
G.P.R.	n on the rocks inside the	ner she 9681.53 viul no
		ews and was towed to Wrang
	oke a tail-shaft in Wrange	
Early	days of A.S.S.Co.	
Dee t	led Scrap Book No.36. Page	2.

Built 1888 at S.F. Calif; and used in opposition to vessels of the old P.C.S.S.Co. on the Alaska run during the 1890's. For several years after 1898 she was on the Seattle-Skagway run by Dodwell Co. Wrecked in Cook Inlet 1910, about Jan. 5. **199 Unit of Northwestern S.S.Co.** Left Juneau Nov. 15th and ran into a rock in B.C. several days later and lost a blade off her propeller. She was towed south by the steam tug "Palgrim"

Dec. 23, 1899---She was badly damaged and nearly lost while discharging freight at the dock at Seward City. A severe storm sprang up from the Northwest and before she could get clear she wrecked the dock and damaged herself.

Wrecked Jan. 5, 1910 on a reef near Ilianna Bay during a gale and anowstorm. On Jan. 7, the Snd Mate and 4 seamen left to row to Kodiak (were unreported a month later) Remainder of crew and pass. Lived on beach for nearly a month before being picked up by the passing Str. "Victoria" Temperatures dropped as low as minus 40 but none of the aurivors were in bad condition because of the hardship and exposure. 749 gross; 565 net; 56 crew; 500 h.p. 158.51 x 55.81 x 18.51 Wrecked Jan. 5, 1910 with 58 people on board. NOTE; Original H.P. 175 nom. 250 indica. Card 2.

FARALLON

Gold Rush str.

12/3/1901 she hit a rock in S.E.Alaska and was towed to P. Sd. by the steam tug "Pioneer" 12/6/1901 she arrived at Victoria, B.C. towed by the "Pioneer" Had lost several propeller blades and sustained damage to her stern post. D.A.Disp. 8/27/1909 (Wreck of "Ohio") tells of Capt. Johnson sailing her back to Juneau from near Sumdum when her engine broke down. He even docked her with only a slight bump, at the Juneau wharf. (Article was talking of the "Farallon" D.A.Disp. 3/19/1910 says 5 missing men from the "Farallon" were found in Kaflia Bay. Had suffered many hardships --D.A.Disp. 9/19/1910 carries the story of Charlie Bern and his hardship and suffering ---- was left at the "Farallon" wreck. D.A.Disp. 11/29/1901 She hit rocks on her Southbound trip and was passed being towed to Seattle by the tug "Rolgrin ("Pilgrim")

D.A.Disp. 10/15/1903 "Rarrallon" broke a tail@shaft in Wrangell Narrows on Sun Oct. 11th. and was rescued by the survey str. "Gedney" and towed to Wrangell.

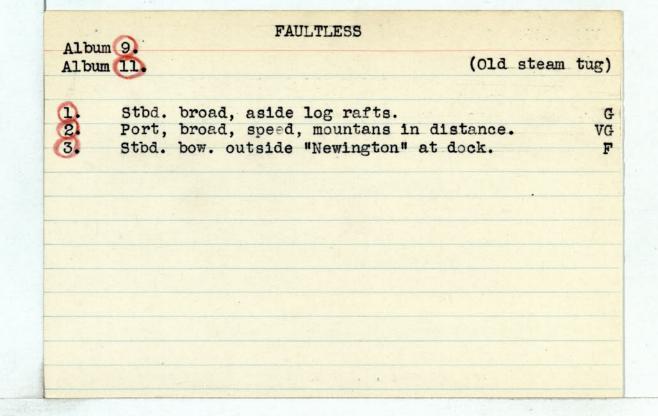
	- T	 Old sch. hull with canvas house.
1.	Distanceancho Book 38;	oo with the "Pioneer"
	7	

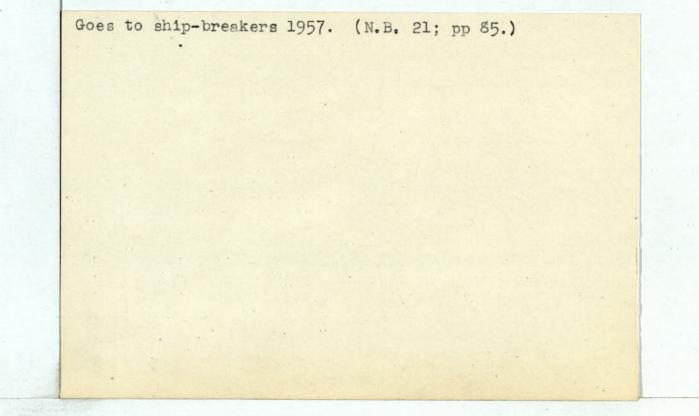
1. No picts.	FASTNET	Some kind of old str. Wrangell 1898. Old Canadian steam tug

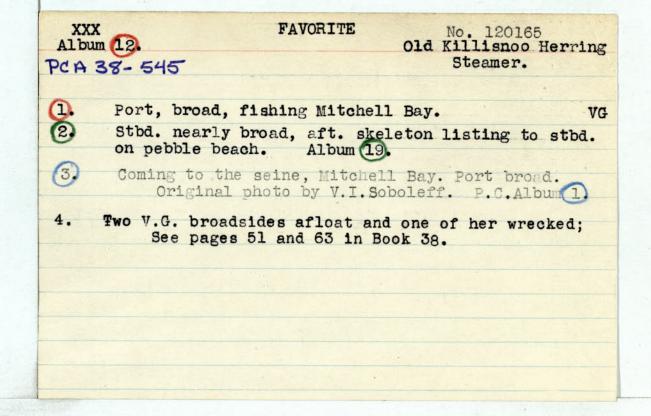
I do not find the "Fastnet" listed in Blue Book but she may have been a Canadian str.

On July 22, 1898 she left Wrangell with the river strs. "Stikine Chief" and "Mono" in tow bound to St. Michael. The "Mono" was lost in Sumner Strait and blew ashore on Bushy Island----the "Fastnet" never stopping to pick her up. On Aug. 5, 1898 the wreckage of the "Stikine Chief" was sighted about 75 miles off Kodiak and no sign of life or any bodies was found. The "Fastnet" seems to have also disappeared as I can find no further record of her or the crew of the "StikineChief"

F.W.NEWS 7/27/98 tells more of wreck of "Mono" on 23rd. Both units were being towed to Port Simpson before being taken North as they had to clear from a Canadian port."







6/10/1892 she arrived Sitka with log raft of 200,000 ft. Owned by Alaska Oil & Guano Co. at Killisnoo.

7/14/'94 was at Sitka, Capt. B.F.Brightman, and pulled the ship "America" from the dock to anchorage in the roadstead.

ALASKAN (Sitka) 12/6/'90 says she arrived from Killisnoo. This is the first steamboat to ever anchor off Juneau arriving her with lumber to build the first frame house for Mr. Geo. E. Pilz, on Dec. 3, 1880
Built 1874 at Portland, Ore. 83 gross; 41 net; 80' x 16.6' x 8.4' Disappears from Registry in 1901

FAVORITE

Pacific Sealing Ships.

Canadian schooner

80 tons; built at Sooke, B.C. in 1869: No. 61302. 71.5' x 22' x 8.5' . Had perhaps the longest and most consistently successful career of any vessel in the sealing fleet. Built by Capt. Wm. Spring of Vict. B.C. first used for codfishing in Okhotsk Sea, then went into coastwise trade carring lmbr. from Vict. to S.F. and Honolulu. in 1874 she went into sealing and continued at that until turn of century. High boat for several seasons and said to be first boat to take Indian hunters to Bering Sea. This in 1885 under Capt. Alex McLean. His brother Dan McL -had the "Mary Ellen" with white hunters. Experimenting to see which were best. Results inconclusive --- "Favorite" took 2073 skins and "M.E. -- " took 2309. 1886 she made one of largest catches on record --- 4700 skins, 3492 of them on Bering Sea side until being chased out by "Rush" on Aug. 2. Later she collected \$5,367.08 from Bering Sea Claims Comm. From 1887 through 1895 and maybe longer she was skippered by Capt. Laughlin McLean and averaged 2000 skins. In 1898 after herd was depleted she only

took 769 skins. She had crew of 6 whites and 31 indians, a considerable crew for an 80 ton vessel. Arrived Sitka 2/15/'69 from Van. B.C. Capt. Hugh McKay commanding. 79.5 tons burthen.

Wheel-house-less tug. a Lewis & Dryden.
A CONTRACTOR OF A CONTRACTOR A CONT
20 neg.) 5x7 print
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1351 1111111111

Built 1868 at Utsaladdy, Wn. 269 gross; 269 net; 1524 132' x 29.2' x 9.8'

Info. Page 71 in Book 36

Was a steam tug to 1876. Vague history thereafter until 1890 when she went to Port Blakely Mills as a tug-pass. There until 1912. Scrapped, abandoned or what???
D. Id. News 5/9/1900 says she arr. Wrangell this day from Seattle; Capt. Sloan.

FAVORITE

Juneau gas-boat 1915

D.A.Disp. 8/19/1915 pp.5; Capt. Syd Hooper and party left Juneau today to search for the missing gas-boat "Favorite which is now 3 weeks overdue on a trip from Warm Springs Bay to Douglass! D.A.Disp. 8/21/1915 Missing gas-boat "Favorite" 'drifts' to Cordova. She had leftDouglas on July 30th for Warm Springs Bay with Capt. 'Bing' Hallock of Douglas in chg. With him were Karl Lawrence, D.E.Fuller, Fred Hastings and Chris Teperich. They got lost on the way and then the engine quit. A strong S.E. wind blew them out to sea, up the outside coast, and on to Point Steel, Hinchinbrook Island about 25 miles from Cordova. When picked up by a Cordova fisherman, the men were in a famished condition The vessel was built at Coupville in 1907 and was 39'

long and had a 9' beam. Reg. 11 tons gross;

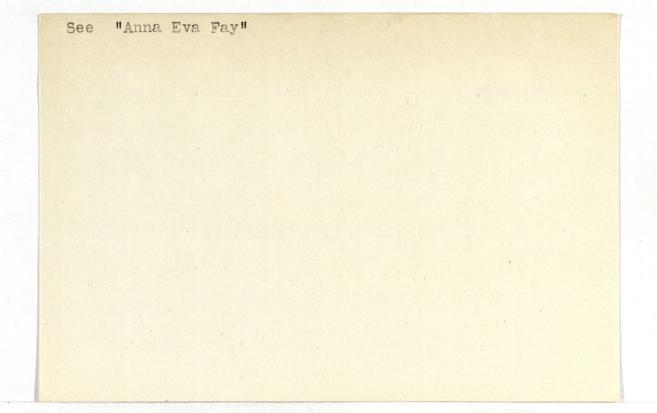
FAWN

Pacific Sealing Shios

Canadian schooner

58 tons; 71.8'x22.2'x8.5' O.N. 100495: Built at Chemainus, B.C. in 1892, and first lited in the sealing fleet that year. Owned by Thomas Earle of Vict. and skipper ed by Capt, A. Magnusen she only took 480 skins that year. Skippered by Capt. Michael Keefe in 1894 and 1895. In 1894 one of her boats and 3 man crew went astray in fog but were picked up 3 days later by Rev. cutter "Thomas Corwin" Her catches were generally below the average and she was withdrawn from the business in 1897.

FAY Yukon River steamer 1. No picts.



		×
	FEARLESS	No. 121098 St. sch. whaler
1. No picts.		
	St. B. Starter	
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DAILY ALASKAN Dec. 31, 1901 says she was wrecked at Unalaska this month. Crew suffered considerable hardship Finally made it to Valdez and took passage south on the S.S. "Bertha" Her master was a Capt. McKenna.

It was charged that the Coast Guard was under orders to remain in the north until the last vessel had cleared for the south, but the C.G. vessel had long since departed for the south leaving the whaling fleet to shift for themselves.

Built 1899 at S.F.Calif; 167 gross; 85 net; 99.6' x 22.7' x 12.6' 600 h.p.

(skaqwa-1)

Album	Cannery tender. "Decatur"
D Port, broad, speed, near shore, as	Jones Bros. tender
	1.00

7/17/1941/7 Owned by Bill Jones, ran on an uncharted rock in Dall Bay (Clarence Straits) but was later reflated Damage estimated at over \$800.00

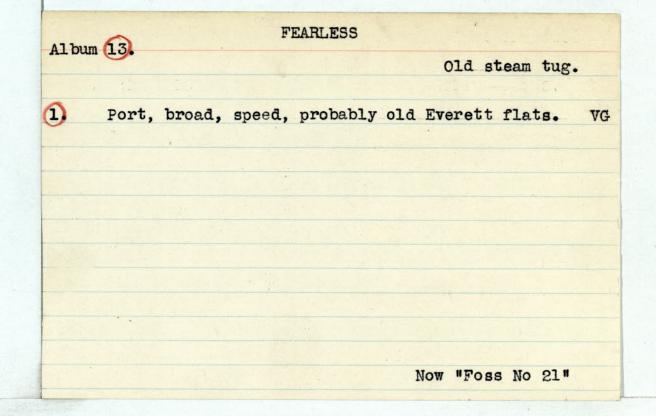
Album	19.		FEARLESS	5	* *		
Book						(Diesel	tug)
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Book 32	FEARLESS	Canadian diesel tug. PR094C
1) stba.	near broad, slow. war	paint. (Magazine cut)
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	and a second filling of the	N

Rebuilt in 1942 at Wilby's Marine Ship in Victoria for Coastal Towing Co. Ltd.. who bought her that year.

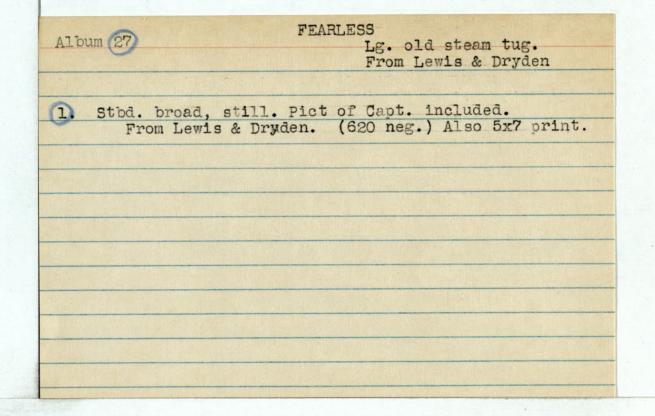
She has a 6-cylinder, 4-cycle Mack "Mariner" diesel developing 100 h.p. at 1500 r.p.m. She also has a special engine arrangement which included a 12 to 1 reduction in two stages, and which swings a 7' x 7'. wheel 117 turns with a maximum of 133 turns when running light.

P.M.B. Magazine Aug. 1943.



For further information see reverse side of card on "Foss 21"

Info. pretaining to a tug of this name in Book 36p P.16
D.A.Disp. 4/15/1910 says a steam tug of this name was
chartered to the Tyee Whaling Co. at Murder Cove and was
towing the chartered barge "Fresno" to Tyee.



FEDERAL BRIDGE Steal steam schooners of the P.C. Lyman Built 1919 3283 tons, was bought from the Shipping Board in 1926 by Swayne & Hoyt, and renamed "Point Montara". In '36 she was acquired by the Coastwise Line of Portland and renamed the "Coast Merchant". FELIX

Pacific Sealing Ships

Flag unknown.

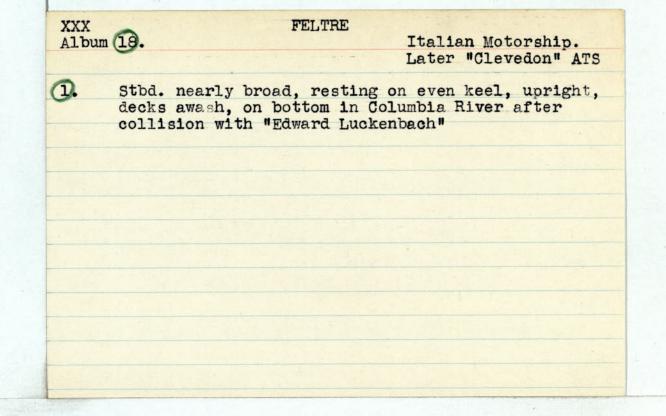
H.J.Snow reports that this vessel was engaged in raiding the seal rookeries at Robben Island, Okhotsk S_ea, in Nov. 1885. The Russian gunboat "Razb**ohik** arrived on the scene and captured several schooners, but the "Felix" escaped. She was soon afterward lost with all hands and about 500 seal skins, no trace of her being found. Snow, indicates but does not definitely state, that she was the formerly the schooner "Anastasia Cashman!

Book (32) F.E.LOVEJOY P. Sd. Freight Lines PHP. 1. Port bow, speed, P. Sd. (Porthole) 1. Port qtr. speed; (Mag. cut.) 2) 3. Stbd. bow, speed. (V.G. Mag. cut) Book 33; p. 18

Built in 1946 by the Reliable Iron Wks. in Olympia and Launched in July of that year. All steel and welded throughout she is powered with a 1200 h.p. F.M. diesel driving her at 11 knots. Named for Capt. Frank Edward Lovejoy who founded the company in 1924. Designed by Carl Nordstrom. 178.4' x 35' x 15' Displaces 1500 tons when loaded and has a capacity load of 800 tons. She is on the Seattle-Powell River, BC. run and takes machinery etc. north and returns with newsprint mainly.

Marine Digest 9/18/148

MORE INFO. BOOK 36; Pages 48--52 MORE INFO. AND PLAN. BOOK 35 Page 46 Good pict. and info. Pages 24 & 25 PMB Nov. 1951



Album 25 FENN VICTORY Victory ship. 1. Set of two picts taken on deck of the "Fenn Victory" at the ramming of the "Diamond Knot" Both are very poor and prove nothing at all.

See story on "Diamond Knot" (NOTE BOOK No. 27; pp 116) See VG editorial on suicide of Capt. Gaidsdick inside cover of Book 31.

P.C.A. 5 Album 5 PCA 6 FERN U.S.L.H.S. Frt. Pass. Port, broad, slow, in Lake Union near logs. 1) 2 VC Stbd. broad, entering Sitka Hbr. from South: panorama, showing Alice Id. etc. P.C.Album 248 Two; stbd. broad at Union Oil Dock Juneau Aug. 1948 34 Port broad at Juneau City dock Sept. 1950 Late info. (1963) Lg. G.S.File under LIGHTHOUSE TENDERS .aronnob.t.t amotavo pass. without proper certification by Collector of 1/1/1939/6 "Fern" here; going to Seattle for rapairs. 1/16/1939/8 "Fern" and owners fined \$1000. for packing 12/31/1938/6 Fern refloated and apparently undamaged. 12/24/1938 Still aground in False Pass. towed to Prince Rupert by the "Cedar" for repairs. Emp. 12/6/1922/6 Lost her rudder near Ketchikan and was Later "Mason"

Built 1915 at Winslow, Wn. for the U.S.L.H.S. 245 tons displacement (light) 98.4' x 22' x 10' Original power was 300 h.p. triple expansion steam.

After being withdrawn by L.H.Ser. she was sold to a Capt. H.F.Haines of Meadowdale, Wn. She was used some years on the stormy Seward, Aleutian Id. and Western Aaa. route formerly handled by the famous little str. "Dora" Capt. Ben Aspen (Skipper of the A.S.S."Denali" 1949) was master in her in this service. In 1940 she was purchased by the Alaska Traders from Capt. Haines and re-engined with a 300 h.p. Washington diesel. She was taken over by the Army Trans. Ser. during the War II and used in the Aleutians, as the ATS "Mason" Young Geo. Baggen commanded her until she was returned to her owners.

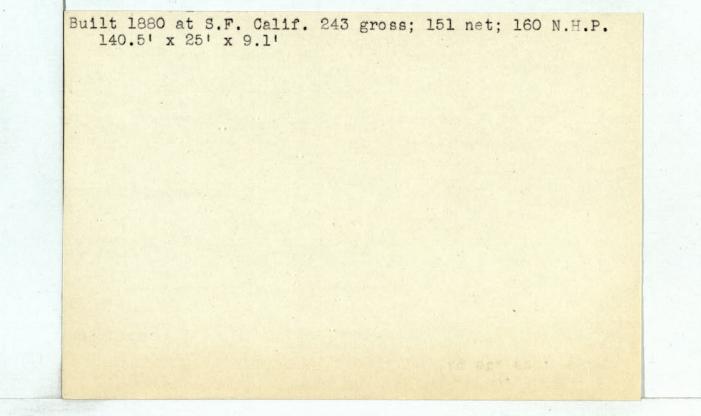
M.D. June, 4, 1949

At this writing she was at the plant of the Lake Union D.D. Co. with the "Garland" of the Berger Trans. Co. The latter is being commissioned and overhauled for the Westward run.

D.A.Disp. 7/4/1915 Recently lannched at Eagle Hbr. and sail ed for Alaska on maiden trip July 1st.

P.C.4	A. Ø		FERN	II	Lowell's	halibutter
1	pict.	being ov	erhauled	at "ari	rage dock. ne Constru	ı. & Design
	in Sea	attie.	pp. 29/ 4	pr. 195	5 F. W.B.	

FERNDALE No. 120434 Old st. sch. No. pict. The second s



FERNSTREAM Norwegian frt. 1. Pict. and info. of sinking in Book 34; page 38-41-44 38.

		Free-bo	oter
tory in large f The above is	older drawer now in	Envelope No. (Note Book 23;	17. pp 35)
	1		

F. E. WEYERHAEUSER PHP (3) Liberty ship Stbd. bow, still in stream. (Porthole) Port bow at pier, 3 scows a/s; from air. (Mag. cut) 12.3 Port broad, loaded, from the air. (Porthole)

One of 6 Liberty ships owned by the Weyerhaeuser S.S.Co. The others are:

"F.S.Bell" "Geo. S. Long" "John Weyerhaeuser" "Horace Irvine" "W.H.Peabody" Capt. A.G.Shields is master and Tacoma is nerve-center of the Weyerhaeuser domain. All will have G.E. radar. M.D. Feb. 10, 1951

All are 7200 ton EC-2 type frtrs. This vessel was built at Bethlehem Fairfield yard. In the Porthole pict. she is carrying the largest load ever carried by a Liberty 500 tons of magnesited ore and 6,170,000 net board ft. of lumber from Pacific N.W. to the Atlantic seaboard. All are powered with 2500 h.p. triple exp. steam. M.D. Mar. 22, 1952.

Book Albur Book	n 14.	F.	H. MARY	uget.	Sound	Frt. Li
123			l, near b ck. (Ma	e cut)		
3			upright			cut)
				-		
8						

FIDALGO P. Sd. frtr. 1923 the state of the Emp. 2/12/1923 The sound frtr. "Fidalgo" capsized in high winds and snow while laying at the Albers Milling Co. dock at Seattle today. Cold and 7" snow fell in Seattle during the day.

	FIDELATER	No. 9833 Old Str. of the	
		Russian Fur Co.	1.69
			Sale -
1. No picts.			Bland !
			1 - Carlos
			- Aller
			-

Operated by the Russian Fur Co. to Alaska in 1869 See Lewis & Dryden Page 149 175.16 tons.

Records in the Alaska Territorial Museum (Framed on wall in Curators Office) give following Information: She was the first vessel (No.1.) to be registered with the U.S. Customs in Alaska after purchase of territory from Russia. Her master and owner was Capt. C. Erskine The papers were signed by William S. Dodge (Special Agent and Collector of Customs at Sitka. Oct. 28, 1867 Steam screw vessel 139.07 gross; 36.09 net. 121.3' x 18' x 8.8'

Capt. Walter E Winsor, arrived Sitka 9/26/168 from Kodiak 10/28/167 she changed from Russian to U.S.Registry 275/16 tons burthen.

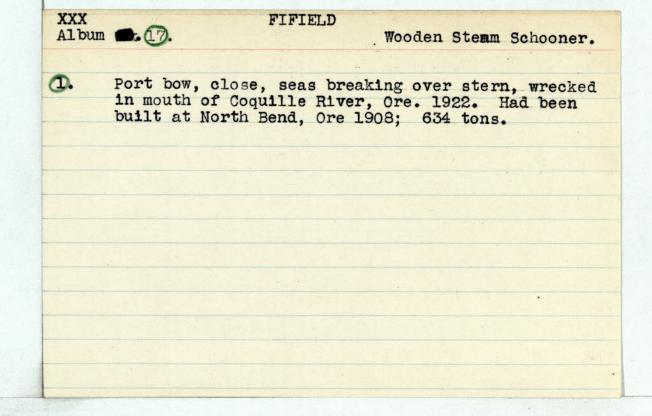
P.C.A. 6	FIDELITY	alibutCannery tender
Port broad on N Stbd. broad. "	I.C.Co. ways May 19	950 "

PCA	FIFER	Large	Canadian	Yacht.
Bow view, sti	low, Ketchikan H ll in Ketchikan 1	br. Hbr.		
	¥1		All second	
			a Marken Shi	
		Carl Maria San		
		Margaret .		15 M
A CARLES AND AND				
	Standing and some the	A 10 0		
		-4/6		
				and the second
	A CONTRACTOR OF THE CONTRACTOR			Stand Leaves

Launched from Burrard Drydock Co. in late 1938. 100'long Embarrassed 4 deep sea shipmaster at once Capt. Wm Crawford (who had her built) Capt. E Aikman manager of C. P.Bteamships, LtdCapt. R.W.McMurray. Had gone to Vict. to bring Gracie Fields to Van. B.C. and ran aground on the way. N.D. 12/10/49

Some late info. (1956) pp. 5, P.W.B. Feb. 1956

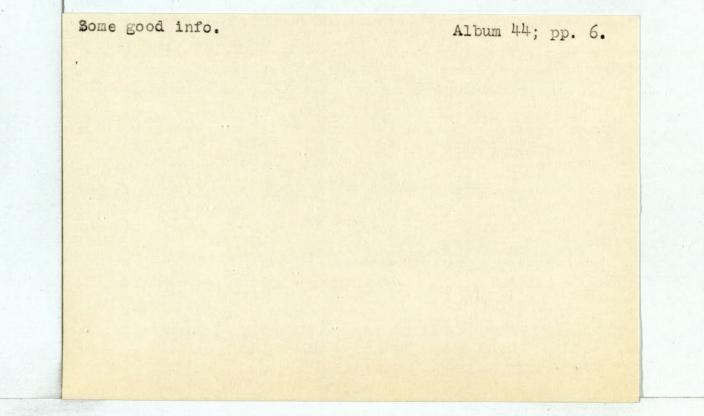
M.D. 3/26/1960 Owned by MacMillan Bloedel & Powell River Ltd. has new 335 h.p. Waukesha Diesel engines (2) installed. 100' Will go on trisls early in Apr. 1960 and expected to cruise at 13 knots. Originally built for the late Capt. W.M.Crawford.



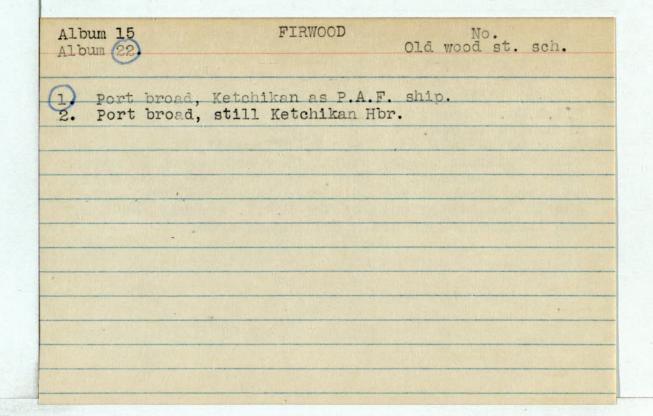
FIFIELB Wooden Steam Schooners of the Pacific Coast Lyman 634 tons, built 1908 at North Bend, by Kruse & Banks for the management of Arthur F. Estabrood, of S.F. Carried 750-M ft. and had 500 h.p. compound eng. Was wrecked on the south jetty of the Coquille River, Feb. 21, 1916.

N155 14	FINCH	See S.H.FINCH
See card on S.H.F.	INCH	
1000		×
		14
		and the second second

FIONIA Old Danish M.S. 1. No picts.



FIR Alt U.S.L.H.Service. Port, broad, speed, loaded with buoys. VG Good pict and story Pages 14 & 15 PMB Jan. 1952 2.



Built in Bellingham by P.A.F. and launched Apr. 4, 1917 1782 Gross/ Was a sister to the Redwood. Sold by P.A.F. when new and her career has not been traced. D.A. isp. 10/10/1917 pp.6; --- of P.A.F., was chartered by P.S.S.Co. to make a trip to Alaska today to get a load of canned salmon. Empire: 12/23/1919 pp. P.A.F. "Firwood", Capt McGregor, with a nitrate cargo, caught fire and burned to waters edge off the coast of Peru. Was enrouted from Callao to S.F. Crew picked up safely by the Br. Str. "Victoria She is the sister ship of the P.A.F. bessels "Redwood" and "Rosewood" and has a Bellingham crew.

FISH HAWK Old cannery tender 1. At float in Type, a/s "Haakon"(PCA--1)2. V.G. a/s old pile trap(Book 45; pp. 43)3. Port Broad; VG. Off Seymour Canal(PCA--7)

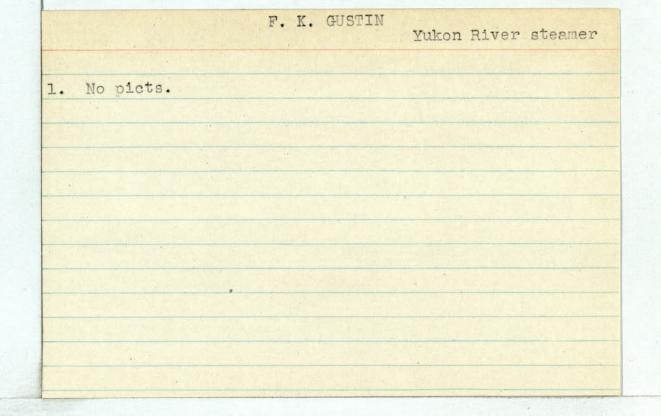
Pacific S	ealing Ship	os	Canad	lian Schooner	
As tot ia, In 1 8 9 skins on	Ore. Canad 4 she carr:	dian O.N. ied a crew In 1895	100797. of 8 Indian	895: Built at as and took 92 opered by Capt	2
0.011008	and book I	Jo SALIIS.			
		ii.			

Pacific Sealing Ship	FISHERMAN Ameri	.can schooner
Lagrand Dectand Durb		
Departed by the	"Sitka Herald" at Sit	to in Nov 1903
with a catch of 20 s	kins, hailing from Po	Townsend. No
other report and it	may be the same vesse	as the "Fisher
Maid" which was reg	istered in Port Town	isend that year.
A CONTRACTOR OF		
	the second s	
		Contraction of the second second
		and a second second second

	XX FISH & WILDLIFE NO.6 1bum 25 Patrol b							ol bo	oat.		
1	Port (Hog	broad Rocks	, pe	erche ear K	d hig etchi	h a kan	nd p 194	recan 4.	rious	ly on	reef
2		pict							ed ab	ove.	
					1. 5						

No. 203965 F.J.LUCKENBACH Steam screw. 1. No picts.

Built 1886 at Sunderland, Eng. 2564 gross; 1615 net; 282.4' x 38.7' x 25.7' Frt. and crew of 30 Lost at sea; Left a Pacific Coast port May, 15, 1914 and never again heard from. All 58 men on board perished



Built 1898 at Seattle by Moran Bros. 718 tons; Was laid up in Andreaofsky Slough, near St.Michael in 1944.

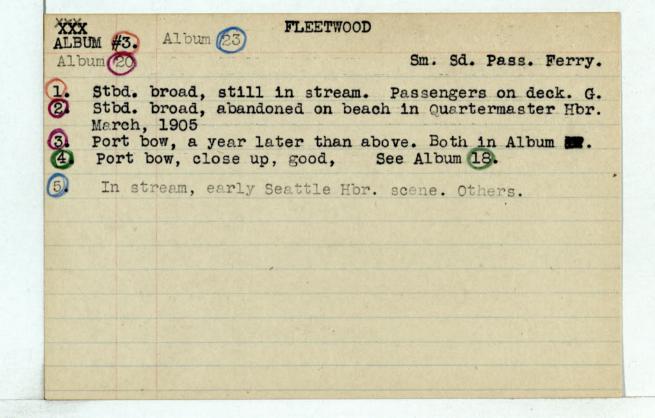
FLANDRE New French Liner (1952)1. Port near broad, slow near jetty. (mag. cut) 2. 3 good piets in TOWLINE Aug. 1952 pages 8 & 9) No. 1. above is in Book No. 33. page 26. 3. V.G. air view, being docked N.Y. p. 29 Dec. 52 S.&.S. 4. Showing her bulbous bow close-up. Mar. 153 S&S pp 37.

Second ship of the name---replacing older vessel. Named for a French province. She will cruise at 22 knots. First vessel went into service in 1914 and carried 353 passengers---on route from St. Nazaire, France to Vera Cruze, Mexico. New vessel follows in size the "Liberte" and will carry 378 pass. in first class and 274 in cabin class----no tourists.

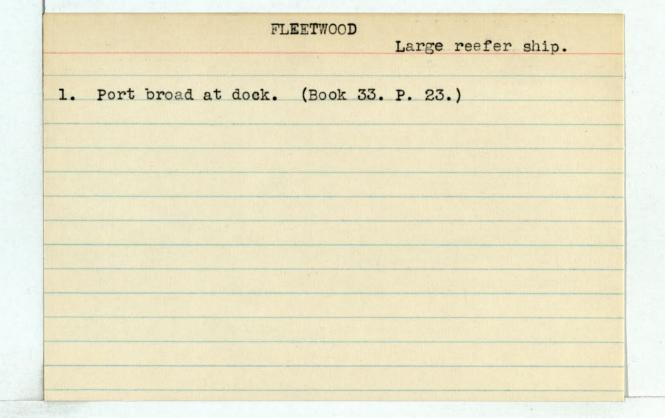
Elks Mag. Oct. '52

For more info. see Book 35. page 26 Maiden trip story; Book 37; page 71 Good picts. and story; Page 15; Jan. '53 S & S More good info. page 55; Apr. '53 S.&.S.

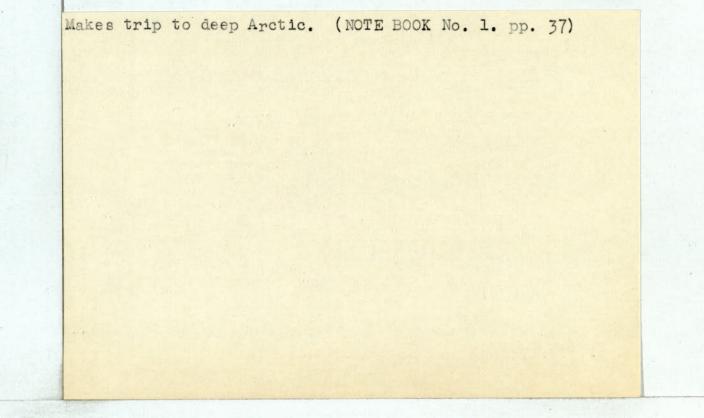
FT.A VEL Wooden steam schooners of Pacific Coast Lyman. 967 tons, built 1917 at Fairhaven, Calif. by W. McDade in Bendixsen Shipyard which was operated then by Hammond Lumber Co. She was owned by them first 6 yrs. afloat Had 650 triple ex. eng. and carried 1200-M ft. Was wrecked without loss of life at Pt. Carmel, Calif. Dec. 15, 1923. Emp. 12/15/1923 St. sch. "Flavel", enroute Grays Hbr. to San Pedro, piled up on rocks near Monterey early today and is a total loss. Was loaded with lumber. Her crew is all safe.



Built 1881 at Portland Ore. 134 gross; 67 net; 111.5' x 17.2' x 7' Abandoned on beach at Quartermaster Hbr.1898.



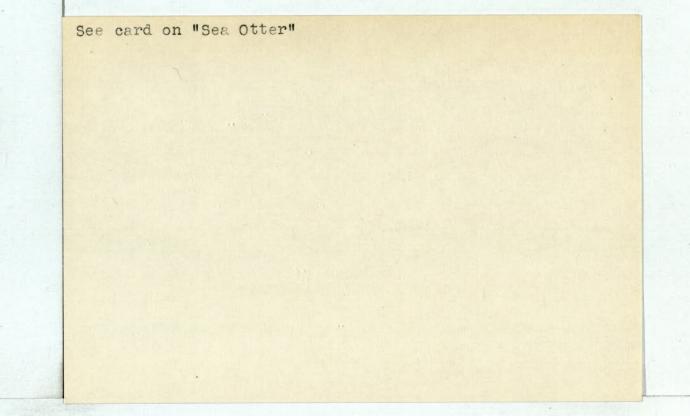
FLEMISH KNOT Unit of A.S.S.Co. (Knot Ship) 1.



Bool	k 31.		F. L. I	Lii	perty tan	ker.	
1.	Nose in Burning	beach homes on Delaware	from River.	the air. (Book ;	¥34 page	28)	-
				Tables Tables			
						•	

Collided with a gas barge named E.D.Dodge. Both burned. Empire account lists her name as the tanker "Michael"???

FLO JEAN Alaska gas-boat. Ex. "Sea Otter" 1. No picts.



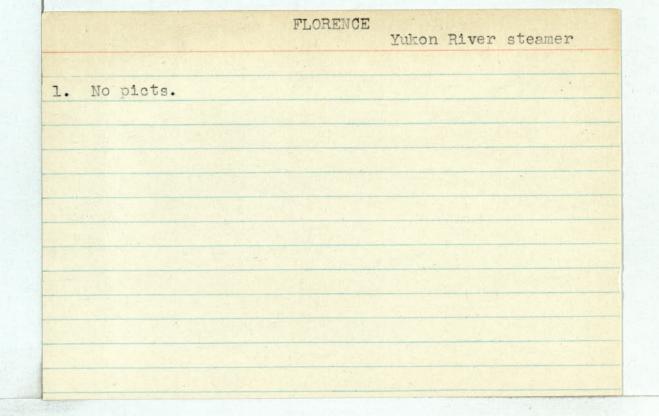
	FLORA	
		Yukon River steamer
1. No picts.		
		and the second

Built 1898 on Lake Bennett. 63 tons; Dismantled and made into a barge in 1903

7/4/1901 under Capt. Martineau she nearly wrecked in Five Finger Rapids. The cable hooked a bock in mid-channel and pulled her bow under. It finally parted and she drifted clear. Had to wait 40 hours before the "Whitehorse" came and strung another cable up.

Arr. Whitehorse 9/22/1901 with 130 pass. Had cut rates from Dawson $f \neq \phi \neq$ to \$15.00 ϕ and \$20.00.

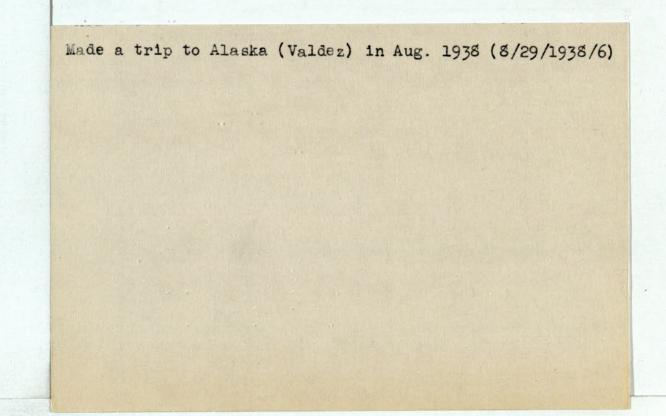
FLORENCE	No. 201353
	Small steamer operat
and the second second second second second second	ing around Juneau
	in 1908
D.A.Disp. 2/13/1908 says she was	s taking ofer the ferry
run for the "LoneFisherman" fo	or the day. She was also
mentioned in Jan. 1908 papers	as being considered for
charter to search for the miss	sing "Fox"being a larger
boat then the "EDM" etc.	
51 gross; 35 net; 55' x 16' x 7. 1904 at Seattle and home port	
ACCORDING TO TREVOR DAVIS SHE IS	
BURRIED UNDER THE A.J. ROCK D tains to the "Seolin" not the	"Florence" The "Florenc
was sold to outside interest	is as too expensive to run
	~
1. Heavily iced at old Juneau w	harf. (Album (28)
A.Disp. 7/1/1909 Returns from	fishing trip (cruise)
Has been remodled. Galley and	lounge now aft where
ladies cabin used to be.	



Built 1898 at St.Michael 90 tons; As a harbor boat. Wrecked on the Koyukuk in 1900, raised and repaired and later wrecked for good in the St.Michael Canal.

FLORENCE M. SMITH Canadian Schooner Pacific Sealing Ships. 99 tons. 82.5'x 24' x 9.1' O.N. 94771. Built at Lunenburg. Nova Scotia in 1888. First listed in 1894 owned by Capt. C.J.Kelly, skippered by Capt. John Allen. Took 177 skins on the Agiatic side. Next year was in chg. of Capt. Luke McGrath and took 285 skins on the Alaska side in in 1896 her catch was 178 skins She was withdrawn after this season.

FLORENCE OLSON Pacific Coast Wooden Steam schooners. Lyman 1185 tons, built 1917 by Kruse & Banks, North Bend. for Oliver J. Olson. Carried 1250-M. ft. 800 H.P. triple ex. eng. Sold in 1925 to Hart-Wood Lumber Co. and renamed the WTT.I.APA. She foundered off Gold Beach, Oregon, in the winter of 1941-42. This information may be in error to the extent that Hugh Delanty claims the "FLORENCE OLSEN" was the "Paraiso" (See card on later)



River steamer. 1900 On 30 mile River.			A DESCRIPTION OF A DESC
On 30 mile River.		FLORENCE S.	Divers stormers 1000
1. No. pict.			River steamer. 1900
			On 30 mile River.
	1. No. pict.		
			1
		and all the second second	
	Contraction and the second		
		and the second second	
		Market Strate	
A THE R. MANY THE ADDITION DESCRIPTION AND AND AND AND AND AND AND AND AND AN			
	A PROPERTY AND A PARTY	TOOTTAL LODGE	sent state and state

A news article in the old ALASKA MINING RECORD FOR 1900 says Capt. Syd Barrington one of the owners and Master of the vessel "Florence J" was charged with manslaughter when that vessel capsized in the 30-mile River. Her cargo shifted when she listed badly in an eddy and she capsized drowning three persons. He was cleared by Capt. Stearns, Magistrate, in a hearing at Dawson.

Another old account says she was wrecked on Marsh Lake---ALASKA MINING RECORD Oct. 27, 1899

Iron hull. Built pt/MotA/Btos. at St.Michael 1898 She was raised after her capsizing in 1901 and was later made into a barge. Owned by the Black Trans. Co. in 1944.

NOME NEWS DAILY CHRONICLE Aug. 16, 1900. Article says she was built at Portland, Ore. and shipped to St. Michael, then assembled there in 1897. Her trouble near Hootalingua in the 30-Mile was in July 1900 and her survivors were picked up by the "Baily"

Was wrecked in the 30-Mile River 7/21/1900 5 drowned. D.A.Disp. 1/17/1914 Libelled yesterday, for wages. D.A.Disp. 8/8/1900 Full account of capaizing. Capt Syd. Barrington cleared of all blame.

1 bum (13)				
			Old steam	tug.
. Stbd. broad, speed	. double e	xposure.	"Olympian "Peterson	
 I, 1901 as a Mail str. Was to make 2 trips as month to Sitka. I logs to Bishopricks f logs to Bishopricks 	V. Co. and S trips e 000 ft. o Sest ever retrong fr Kehenia R	eq Vaw3s2 Pay & Vay Das Vaw3 (OLI bew (OLI bew asl edt- na.T.D d na.T.D d ni blog	von meau Fe sek to Ska .901 she to .901 brough .901 brough 	Adver of the sech we sch we sch we scr s'71 s'71 s'71 s'71 s'71 s'71 s'71 s'71

See reverse side of card on "Olympian"

Alaska DAILy Dispatch Nov. 4. 1899 says "Flosie" to be taken off the Juneau-Skagway run and will be replaced by the new steamer "Wallowa" which was formerly a tug. "Wallowa" is owned by the Pacific Clioper Line.

ALASKA MINING RECORD. Mar. 18, 1899 says the Juneau Ferry & Navigation Co. was to operate the Steamers "Flosie" and "Lone Fisherman"

Won the Sitka mail contract Mar. 20, 1901 for \$7,000. 5/9/1901 initial trip. Capt. Tibbets.

On Jan. 14 1907 Capt. Tibbets declined to go to the aid of the "City of Seattle" which was disabled at anchor off Bridget Pt. due to the severe gale and snow-storm that was raging at the time.

DAILY ALASKAN (Skagway) June 1903 says she was sold to the U.S.Government at Haines for \$14,000.

/ Abhihi Abby bi Ukbahaby, Wakan. Was employed as a steam tug to 1876. No record to 1890 at which time she passed she probably went to Haines as tug-passenger boat. In 1912 after being rebuilt. Gut down again as a tug at Wrangell after on to the Sound.

	the second se
(2)	FLOSIE
and the second	Old steam tug. "Olympian"
	"Peterson"
D.A. Disp.	9/13/1901 "Flosie" sunk at her moorings last
	Only top of house visible above high water.
	as asleep on board but all got off safely. Cause
DI SIN	king (at Juneau dock) not know.
	9/16/1901 pp.4 "Flosie" raised Sat eve. 14th.
sea-co	ck found to be open; crew on str. "Tonquin" whic
	ying near-by, heard someone run from her during
	ght indicating sabotage. She may be back in
	g condition by tonight.
D.A.Disp.	11/2/1901 "Flosie", Capt. Tibbits, now two day
	ue from Skagway mail run. (She arrived on 4th
5 days	late and reported she was stopped at Berners Ba
	ere storms on Lynn Canal. (Did not make tthe run
	6/22/1903 The Gov't. has purchased the str.
	e" from the J.F.& Nav. Co. for \$17,800. and will
	r for a Barracks tender at Haines. She was buil
in 189	9 for the local ferry runs but was found too ex-
	e to operate as she was equipped with electric
lighte	, a searchlight and other modern inevations

Have an envelope with a VG souvenir on her (cloth advertise ment) in Lg. G.S.File under MAILBOATS

Book 32 FLOYD HAMILTON Small tug--steel Of ATS ST 206 class 1. Stbd. broad, speed. (mag. cut) Ξ.

Built by the Equitable Equipment Co. Inc. of New Orleans, La.

Officiall known as Hull No. 415 she is 45' long by 12'5" beam x 6'10" depth. Her draft is 486"

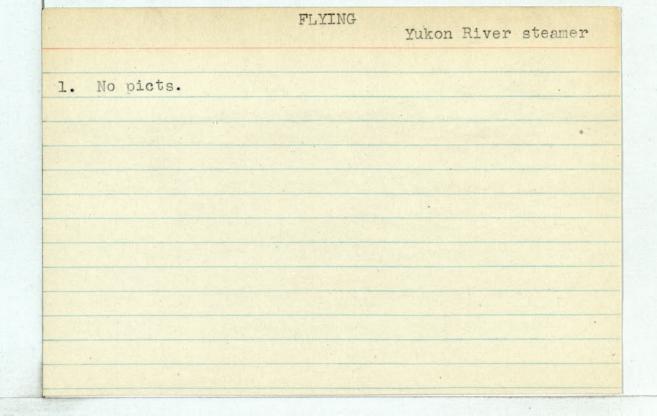
Has 5/16 steel plating.

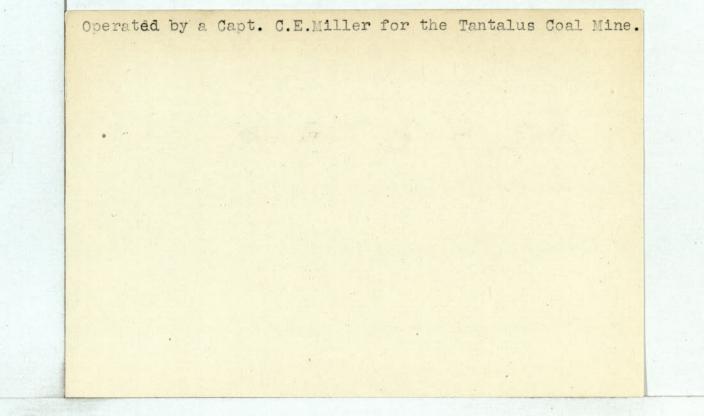
Powered with a G.M. Diesel, Model 4073 which is 2 cycle, 4 cylinder with 41" bore and 5" stroke. Develops 110 h.p. at 1850 r.p.m. A 3 to 1 reduction gear, reverse gear and heavy duty clutch transmit power to a 36" x 28" propellor. Running free at 1500 r.p.m. she will cruise 9 knots. (Some of these were powered with 110 Buda diesels) This one has 800 gal. fuel capacity.

Albu Bool	um 14.	.87		FLYER		Large I Later "			Fer
2	Port, Port,	broad, broad,	laid a slow,	up unde snow-o	er blu apped	ff; hou mounta	uses or ains.	top.	V VG
3		broad, s							
							+		
n	Tentione	d in dea	th of	Cent	Andre	MT A' A .			
	Red Scra					M H+H8:			

V.G. Picts. and history pp 46 July '53 S.&.S. V.G. more history in PWB. Oct.'54 pp. 25.

Burned and dismantled at Richmond Beach in 1927 by Neider & Marcus Inc. ship-breakers. She was named the. "Washington" then. Converting to oil burners (NOTE BOOK No. 27; pp 113) More info in Lg. G.S.File under PUGET SD. PASS. STRS.





FLYING A CALIFORNIA Lg. tanker 1954. Album 43. 1. Picts. and info. 2. Ran amuck in storm in Lake Union Book 39; pp. 18 3. FG picts. and complete info. (M.Eng. 8/31/56; pp 72)

Book	3		FLYING ARROW	U.S.Freighter
1.	sta broad	, slow.	(Mag cut)	

1/12/1950/3 U.S. escorts blockade runner "Flying Arrow" to China!

Book 34 FLYING (CLOUD
Book 29	Sailing ship. (Original)
Port broad, sails set, Port broad at sea. Cold 3. Sketch and VG info. M/F	
3. Sketch and VG info. M/F	Sept. 1958 pp 111

1783 ton clipper and the largest merchantman in her day, made the pace-setting run from the Pacific to the Atlantic in 89 days and 21 hours in 1851. Built by Donald McKay.

	FLYING DUTCHMAN Yukon River craft
1. No picts.	

Was a small screw steamer used around St.Michael Hbr. in 1898 and 1899.

FLYING DUTCHMAN Old Schooner (??) 1. No pict. M.D. 1/26/1957 The original Flying Dutchman was Capt Van der Decken, condemned for impiety to cruise forever off the Cape of Good Hope.

JUNEAU CITY MINING RECORD for June 13, 1889 says the "Flying Dutchman" brought 22,000' of lumber from Green & Co's. Mill at Berner's Bay to C.W.Young in Juneau. NOTE: It is possible that the paper referred to the skipper rather than the name of the boat. There was such a man (nick-name) who became a well know seal poacher and was sailing out of Juneau about that time. (Check old Mining Records)

Later Note: There definitely was a sloop of that name, so disregard above note/ J.C.M.Record 2/20/1890 says she was laying off the Douglas dock after being down in Seymour Canal logging most of the winter. A Capt. Moore owned her.

	FLYING ENTERPRISE 6710 ton U.S.Frtr. Isbrantsen Line.
1.	Stbd. near broad with over 45° list at sea. (Newspaper clipping)
2.	Aerial view, bow on. (Newspaper clipping)
5.	Stern of tug and bow of listing ship being towed. Excellant group of picts. from Jan. 22, '52 LIFE Good picts. April 1952 SHIPS & SAILING; Page 5 No. 4. above in Book # 34 20 to 26 and info.in BOOK 31 pp 83

See story of wreck on small file card (Wrecks)

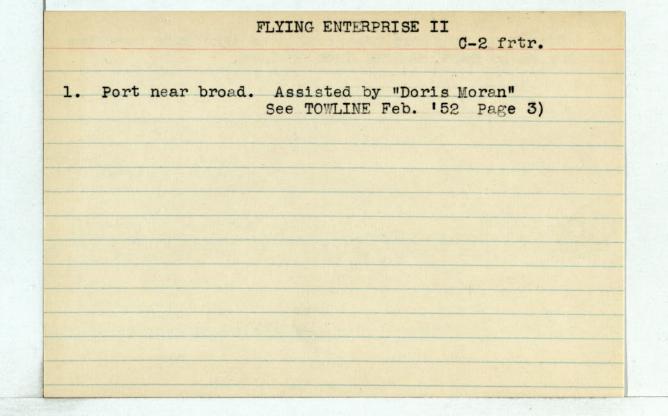
Parallel to this episode occurred in 1910 when the three-masted bark "Yemer" was dismasted in a hurricane in almost the same **position** as the "F.E." Dismasted in Jan. 1910 while three weeks out of Liverpool bound for Mobile. Completely dismasted and derelicted for days until sighted and towed to port. Another parallel was that the skipper of the "Yemer" was a Capt. K.R.Carlsen!

M.D. Feb. 16, 1952

Loss figures. Vessel \$1,200,000. and **rar**go between \$\$2,1000000. and \$2,800,000.

M.D. Feb. 9, 1952

GOOD STORY OF WRECK IN SHIPS & SAILING Apr. '52; P.5-6 More info. on sinking pages 48-49-50 in Book 37.



Successor to first vessel of name that made maritime history under Capt. Henrik Kutt Carlsen.

FLYING MIST

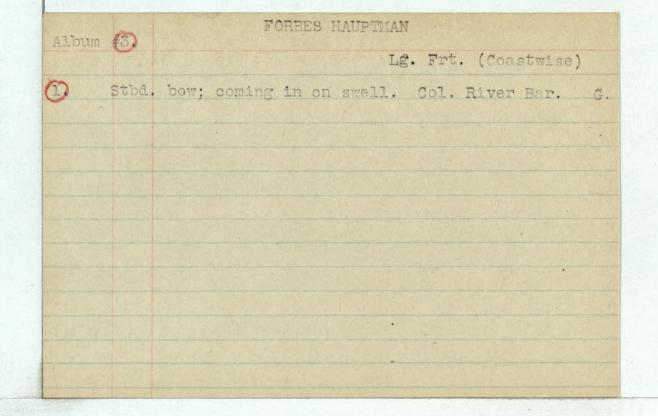
Pacific Sealing Ships

American Schooner

0.N. 9248: 57 tons. Said to have been built on P. Sd. in 1861 and hailed out of S.F. In 1871, under Capt. Sadler, left S.F. on Apr. 17, went to Bering Sea and took 875 skins. Snow reports her otter hunting on the Japan Coast in 1874 and says she was "A regular N.F. banker of 60 tons, rore and aft rigged, with large mainsl. the boom running 25' over the counter; deep and sharp as a yacht, with beautiful lines." In 1873 Snow says she was hunting around the Kuriles, and he lists her as lost in the North Pacific with all hands, but not give a date. She is elsewhere reported to have been at Robben Island and at Copper Island in 1880 and to have been overhauled at the latter place by a Russian gunboat which confiscated 4 otter skins.

Arr. Sitka 6/13/169; Capt W.S.Sadler; o 57.24 tons.

FOAM Fishing sloop 1906 Skagway paper 11/22/1906 Petersburg boat ---- lost about 11/1/1906 in Fredrick Sd. in a storm. She was found sunk with only top-mast showing and all sails set. Her 5 man crew were all believed lost.



FOREMOST Book No. 33 Halibut -- Navy patrol P.C.A. 6. Fish-packer. Stbd. broad. in Lake Union. (Mag. Cut) 2. 2 picts. port broad, at Alaska Trans. Dock. 4/49

80' halibut sch. chartered by Lake Union Sales to Martin Kildall to buy fish for Polar Fisheries in Ketch. in 1950 season.

Belongs to the estate of Leroy M. Backus. Powered with a 170 h.p. Washington diesel installed by Wash. Iron Works in 1949. Will ice 75 tons of fish.

FOREMOST The Partition And Trawler--purse seine type. 1. Pict. and info. pp. 26; Book 41. 2. VG. pict. Ketch. dock as "LeRoy" (PCA--7) 3. PICT. BOOK 33; pp 2.

FOREST CITY

Old schooner 1916

D.A.Disp. 5/31/1916 Hull of 'Hoodoo Sch.! "Forest City" is to be raised at San Juan, Porto Rico. V.G. She is the former sch. "Myrtle Turnell" build at Cambridge (Maine) in 1904 V.G.

FOREST DREAM Old barkentine 1. No picts.

Info. Book 36 Page 16.

Emp. 1/2/1923/6 Tug "Oneonta" was out of Astoria today in answer to call for help from tug "Forest King" towing barkentine "Forest Dream". Was unable to locat either vessel so far. C.G. "Algonquin" out also.

Album 24 P.C.A. 5. FORESTER Album (22) P.C.A. (A PCA 6 Can. tender. P.C.Album (1) Album (5). Port broad, all white, speed. Ketchikan hbr. Stbd. broad, a/s small boats Juneau City float. Stbd. broad, on Warner's grid. P.C.A. 2) Four good views of her various angles. Stbd. broad, a/s driver outting in Gold Creek Dolohin P.C.A. (3) Two picts of her on Northern Commercial ways. Stbd. broad, at float in Juneau boat harbor. Set of four of her aground at Bear Creek. Port broad on small boat Hbr. grid July 1948/ 10 Stbd. broad at #1 float Juneau Boat Hbr. May 1950 11. Set of three laying loaded at Boat. Hor. iced in: 12. Stbd. bow from dock. Loaded; Iced in Mar. 1951 13. As. mailboat. Juneau Boat Hbr. (FCA--7)

and a little and the state and a state

7/5/1947 Capt. Henry Museth sends SOS at 17:00 on lat. of July. Aground in mouth of Situk River 12 miles SE of Yakutat. "Consul D" standing by to assist. &nd Bob Coughlin, begins frt service to Sitka and way and Bob Coughlin, begins frt service to Sitka and way ports. Recently purchased from J.V.Cole.

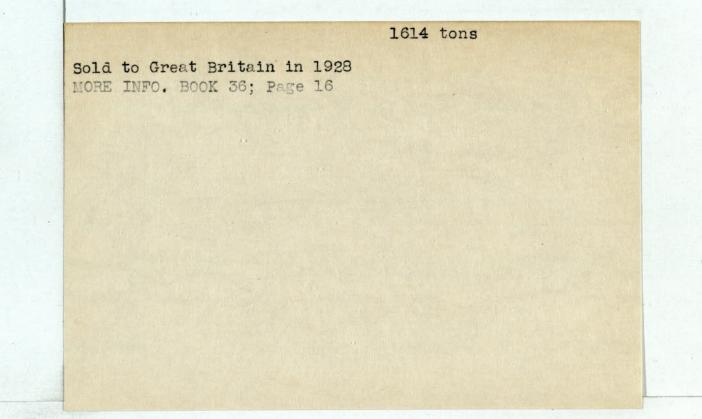
aku Glacier.

Album 9.	FORESTER	American T.B.Co. (Diesel tug)	
1. Port bow,	near log rafts at mi	11. P	

FORESTER Old sailing ship 1. No pict. 2. VG. picts. and info. in Lg. G.S.File under SAILING VESSELS. (S.F. Museum publication SEA LETTER)

Lies half sunk at Martinez, Calif. and Capt. Deveridge, who owns her lives on board. M.D. 9/27/147

FOREST FRIEND 5-masted sailing ship PHP.1. 1. Port broad, sails set, at sea. (Porthole)



Book 29	Wooden st. schooner "Alice Tebb" later.
D Port near bro	oad at dock. Good. (Magazine cut)
-	

4/26/1927/8 "Forest King" of Forest King Co. chartered by Adm. Line, brings load of coal to Juneau. Capt. Ben Joyce.
1/19/1937 "Forest King" and other assets of the Southland S. S. Co. of Seattle were sold this week to the Matthewson Shipping Co., of Seattle. W.K.Matthewson, Pres of the converg, said she will be oper ted in coastwise lumber trade from either P. Sd. or Grays Hbr., to Southern Calif. FOREST KING

Pacific Coast Wooden Steam Schooners

Lyman.

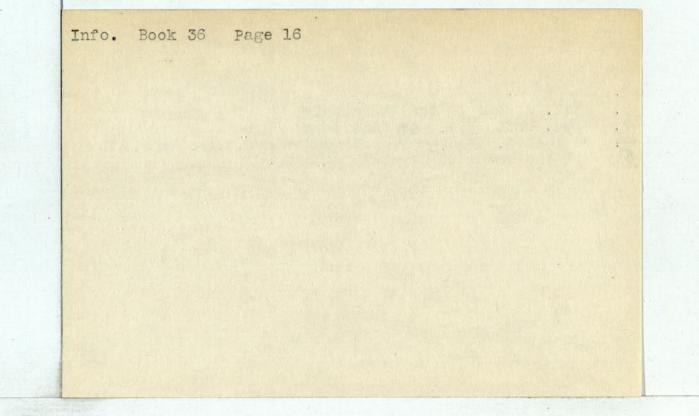
2246 tons, built at Aberdeen Wn. by the Grays Hbr. Shipbuilding Co. on a h ll originally laid down there by the Grant-Smith-Porter Ship Co. for the Emergency Fleet Corp. Operated in the coast lumber trade along with the three "Forest" barkentines anso built in the Grays Hbr. yards

Carried 1750-M ft. lumber and had 1750 h.p. triple expansion steam engine built by Nordberg Manuf. Co. of Milwaukee.

Later operated under various ownerships as the "Alice Tebb" In 1940 as the "Tebb" she was sold to the Wyman Lmbr. Co. who sent her around to Baltimore with a cargo from the Columbia ^River. Off Savannah, Ga. on the way up the East Coast she ran into heavy weather and foundered Sept. 28, 1940, the crew being rescued.

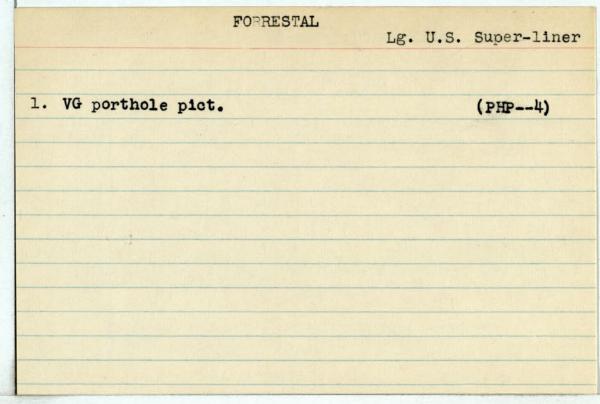
Built 1920

FOREST PRIDE Book 38 Barkentine No picts. 1. 2345 Pact. of her as the "Kaiulani" Stbd. bow, V.G. as this card Poor pict. showing rigging under port qtr. only. Not too bad a stern view; at dock.



FOREST T CROSBY Album (9. Crosby T.B.Co. (Steam_tug) Later "Reliance 0 Port, broad, still in stream, as steam tug. VG

Emp. 4/28/1926/6 Wash. T.&?B. tug "Forest T. Crosby" lost a barge load of equiphent for the N. Pacific Sea Products Co. at Port Hobron, off Cape Hinchinbrook, Sun. the 24th in a 75 mile gale. The barge went ashore and broke up.

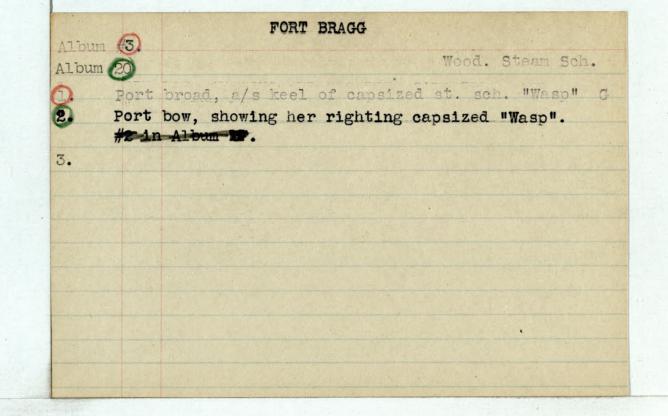


and shift in the state of the state of

Keel laid: See Book 37; page 67

Fornance Postcard Album 1 page 54 Neg # 307-7

FORT ARMSTRONG Steel steam schooners of the P.C. Lyman Built 1920 3249 tons, was bought in 1926 by the Charles Nelson Co. After that company were t into bankruptcy she was sold in 1937 to be broken up in Japan, she and the "Buffalo Bridge" and "Tashmoo", bringing \$130,000 for theethree.



D.A.Disp. 11/6/1915 St. sch. "Fort Bragg" wrecked on Pt. Gorda, Calif last night. All pass. and crew safe on shore via breeches buoy. U.S.cruiser "San Diego" is standing by.

FORT BRAGG Wooden Steam Schooners of the Pacific Coast Lyman 705 tons. built 1910 at Fairhaven in Bendixsen yards by J.H.Price. (Yard owned by Hammond Lmbr. Co. Carried passengers and 850-M ft. Had 550 h.p. triple expansion steam. Was owned by Chas. H. Higgins of S.F. Went ashore at San Jose del Cabo, Mexico, Nov. 1915 but was refloated and refitted. 1928 sold to the S.F. Iron & Metal Co. but was later sent back to sea, to be finally wrecked on Coos Bay Jetty, Sept. 7, 1932.

FORT DEARBORN U.S. Tanker 1. No picts. 2. Air pict. of broken half being towed by the "Agnes Foss" Page 11---P.M.B. (Workboat Journal) March 1952

Broke in two near Honolulu in 1946. Early in Jan. 1952 she was towed from Hilo, Hawaii 3000 miles to Long Beach, Calif. to be broken up for scrap Tow made by the Foss tug "Agnes Foss" Capt. Ray Quinn and took 33 days. (Involved stern half only) M.D. 2/23/152

Article in P.M.B. Mar. 1952 (Workboat Journal)

FORT HEARNE Hudson Bay Co. M.S. 1/22 C 2.5 pp. 13 and 19; Book 41. 1. Picts. and info.

			Schooner
D Good vie	w along deck f	rom fdwd.	
			Constraint of Autom
		Land States	

FORT MERCER U.S. Tanker. See story of sinking in Large envelope No. 5. Two separate accounts. More info. in Book 37; page 53 Pict. and info. sinnking. Book 40; pp. 66-67 **B**.G. picts and full story in June '52 Argosy pp.20. VG picts. of her sinking, pp. 12; Spring 1956 S&S. pp. Stories formerly in Envelope 5 and now in (Note Book 23; 41)

FORT ROSS Hudson Bay Co. ship 1. No picts. 2. Late info. pp.5 PWB. Aug. 1956. Info. BOOK 44 pp 38.

113' sturdy wooden craft used by the Hudson Bay Co. in the Arctic has been sold by them to a group of Vancouver B.C. men to be used in freighting on the B.C. coast. She has been tied up in Vancouver since early last year. Operated for 10 years in the Western Arctic.

The Hudson Bay people have replaced her with the new "Fort Hearne"

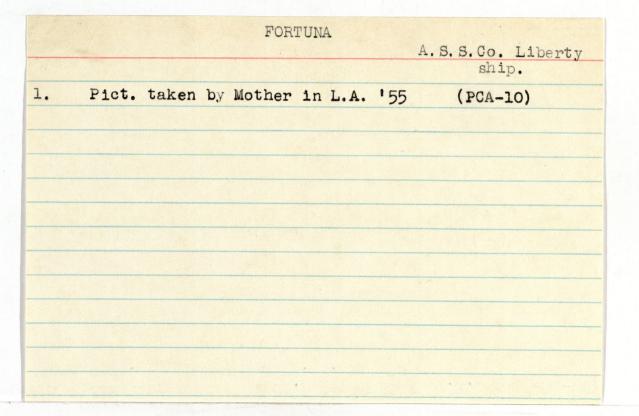
B.C. Steamships Ltd. have chartered the Fort Ross for several trips from Vancouver to Northern Alaska ports. M.D. 7/15/50

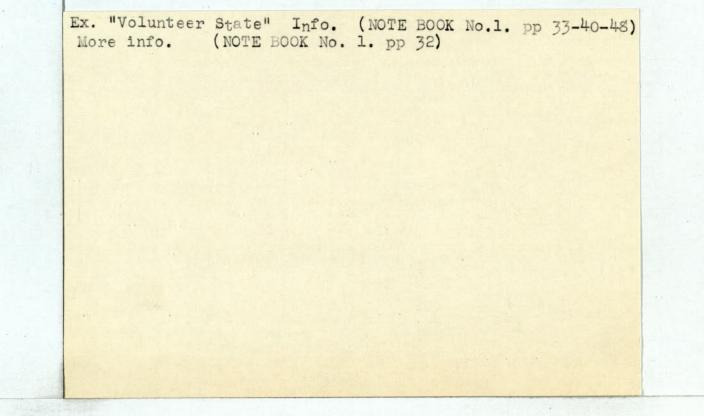
In Mar. 1951 she was owned by B.C.S.S.Ltd. and was working at Caamano Bay, taking soundings for B.C. International Engineers, who are in charge of the big enginnerin undertakings of Aluminum Co. of Canada.

M.D. 6/30/56. The 114' coasting vessel to leave this week from Van. B.C. on a 12,000 mile return trip to Trinidad and Venezuela. Has been chartered to carry a cargo of explosives from Canadian Industries plant at James Island to both of the above mentioned ports.

	FORT	SUMPTER	Lg.	U.S.	tanker
. No picts.					
•					
	*				
				-	the second second

BREAKS IN TWO. STORY IN BOOK 30. Page 51 5/13/1946/ Two halves of the "Fort Sumber" a 10,000 ton T-2 tanker, have been scuttled by C.G. and Navy after she had broken in half about 720 miles S. of A_ttu on May, 11th.





FORTUNA

Pacific Sealing Ships

Canadian schooner

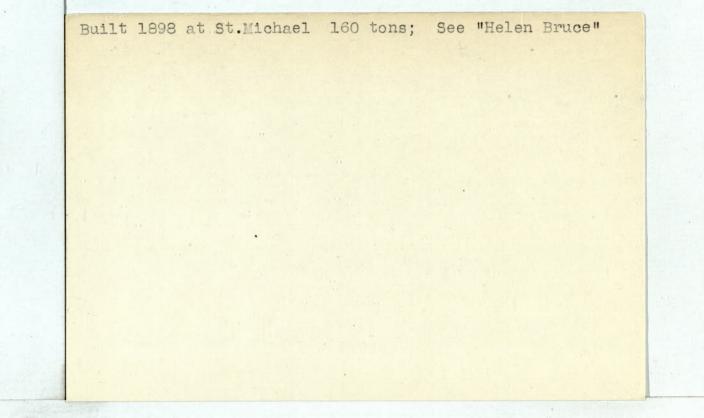
97 tons; 77.5'x 23' x 9.3' O.N. 94636. Built at Lockport, Nova Scotia in 1888. Came around the Horn from Halifax to Victoria in 1895 to join the fleet. She took 219 skins on the Russian side of Bering Sea and was lost with all hands either late that year or early in 1896.

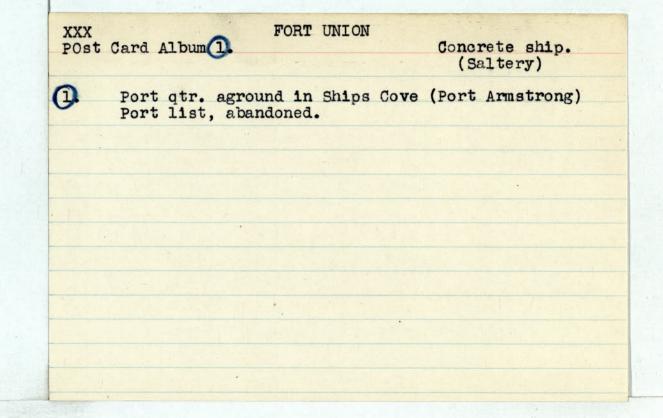
FORTUN	NE Oldest navy tug on Pacific.
1. No picts.	

Good info. ppl 16. Book 44.

	FORTOWE	HUNTER	Yukon	River	str.
L. No picts.					
			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
					-
				10.1	

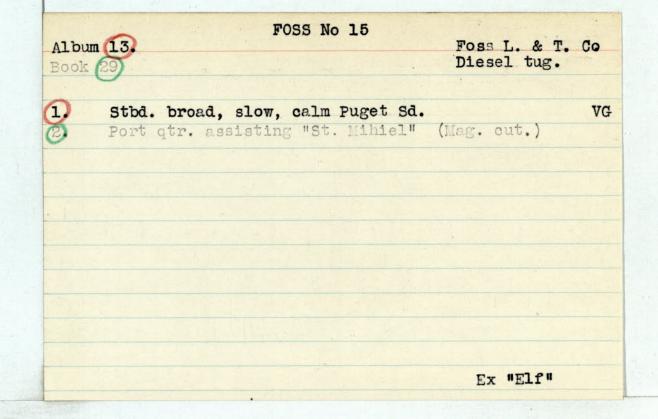
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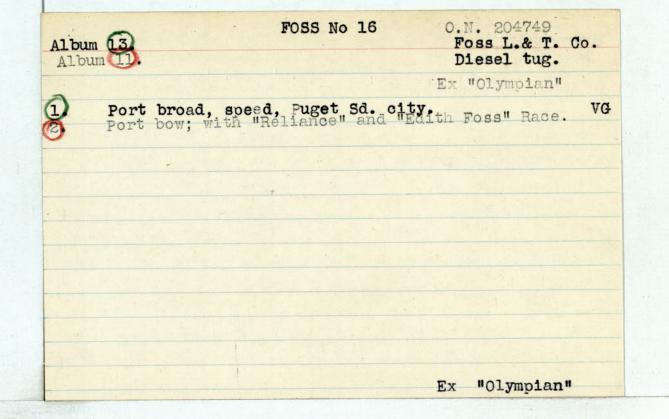




Book 29 FOSS 12 Tug of Foss Co. Stbd. broad, in race with "O.G.Olson" (Mag. cut) 7

Cpt. Henry Schon was skipper in this race---the vessel finished 3rd.



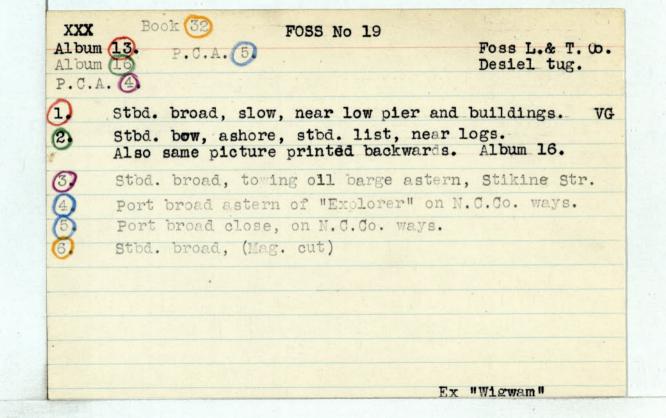


Built 1907 at Tacoma, Wn. Passed to Olson Tug Col 1910 and then sold to Foss Co. in 1912 with the rest of his fleet (Olson's) She became the "Foss 16" at this time. 38.34 gross; 26 net; 59.7' x 17.3' x 6.9' Repowered in 1927. Her name when built was "Olympian"

Port,	broad,	speed,	Seattle	water	front a	S ATS	18.
Port,	broad,	towing	in Cana	l as F	oss tug	. #18.	VG
Stbd.	broad,	speed,	Elliot H	Bay.			VG
Port	broad,	slow in	stream.	110			
Port	x broad,	speed.	(Mag.	cut)			
Pict.	and info		(Book 43	• nn F	(4)		
						BOOK 7	31 :p36-
							-12)0
	1					141.14	
	Port, Stbd. Port Port: Pict.	Port, broad, Stbd. broad, Port broad, Portx broad, Pict. and info	Port, broad, towing Stbd. broad, speed, Port broad, slow in Portx broad, speed. Pict. and info.	Port, broad, towing in Canal Stbd. broad, speed, Elliot I Port broad, slow in stream. Portx broad, speed. (Mag. Pict. and info. (Book 43)	Port, broad, towing in Canal as F Stbd. broad, speed, Elliot Bay. Port broad, slow in stream. Portx broad, speed. (Mag. cut) Pict. and info. (Book 43; pp 5	Port, broad, towing in Canal as Foss tug Stbd. broad, speed, Elliot Bay. Port broad, slow in stream. Portx broad, speed. (Mag. cut) Pict. and info. (Book 43; pp 54)	Port broad, slow in stream. Portx broad, speed. (Mag. cut)

Was sunk the last week in Dec. 1943 near the entrance to the Lake Wash. Ship Canal after a collision with the transport she was escourting to the Lake. She was raised a few days later and taken to the Barbee shioyards at Ballard. Frank Banazak, a deckhand was drowned. Capt. Milton Ness was off at the time and his Mate Carl Anderson was handling her.

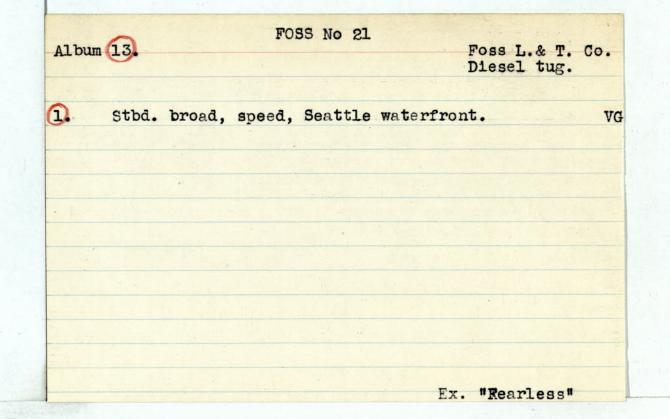
12/21/1943/3 "Foss 18", sunk in collision with "dead ship" tow in entrance to Ballard Locks. Deckhand Frank Banazal (Banazak), 23, drowned. Capt. Carl Anderson and oiler Joe Schlitz and cook Irvin Scarf saved.



See info. under "Osprey"

More in 1947 DIARY Page Jan. 24.

Eng. troubles etc. Book 30, Pages 57-70 11/18/1946 Pulls "Sandra Lee" off beach in Mole Hbr. 11/20/1946/8 Broke tail shaft at Pelican. C.G. "Wachusett"



Built at Tacoma in 1900 95 gross; 63 net; 80.1' x 19.2' x 9.3' as the old Sound tug "Fearless" Sold to Foss Co. in 1925 and rebuilt. Old steam plant removed and the hull deiselized----renamed "Foss 19"

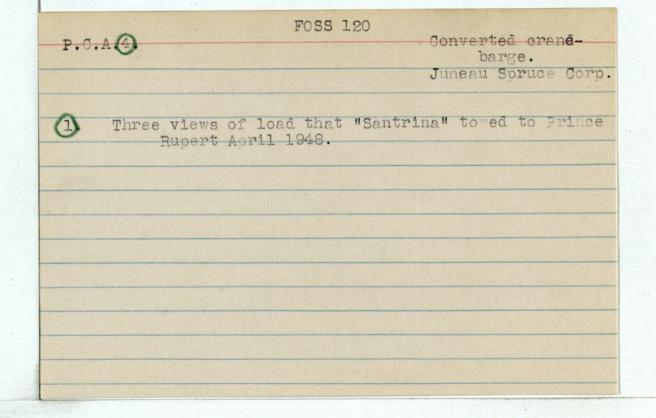
For the next 5 years she worked P.Sd. and B.C. water: during winter and moved out to the coast for the summers. She spent 1931 and 1932 in the Alaska trade, and from '33 on, she devoted her time to log towing---mostly working out of Port Angeles. She was laid up in 1949 and has a since been rebuilt and new Diesels installed.

She and the "Matilda Foss" were instrumental in pulling the sinking "Diamond Knot" into shallow water after her collision in 1947.

> Orville Sund, Tacoma Mgr. for Foss Co.

Book	29			FO	55 95	Lg. 1	oulded bar	cge.
0	Stbd.	bow .	in Gov	r't.	Locks.	Seattle	(magazine	cut)
-			1					
	1			•				

Overhauled by Avondale Marine Ways, Inc. of New Orlean Towed to S.F. with a cargo of lubricating oil. She has 8 oil compartments and living quarters. 210' long

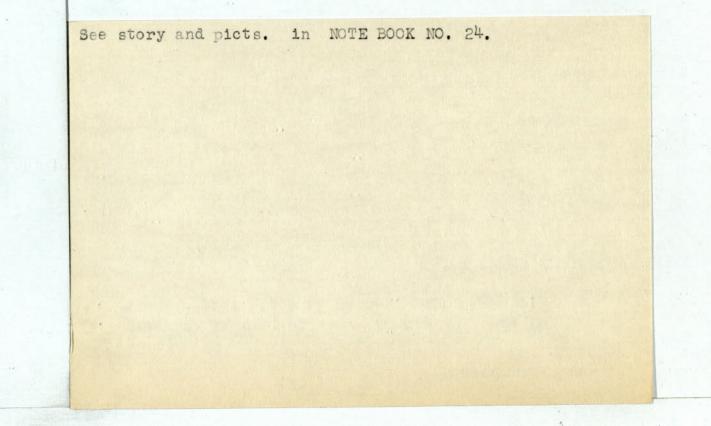


P.C.A. 6 FOSS 134 Ex. Army B.C.L. Les Les & S S A MAR IN THE Stbd. broad, loaded as towed to Tacoma by Louie Baggen in Sept. 1948 0 . 1

FOSS 250 New barge. Lg. all a pp. 22; Book 41. 11. Pict. and info.

0.

FOUNDATION STAR Honduran tanker Breaking in two; at sea. Book # 34 page 29 1. 2. Another pict. in TOWLINE Oct. 1952. page 7.



FOX Sm. old Juneau mailboat. 1. Ice-coated at Juneau 1908 from dock. (Book 48; pp 18)

4.

Book 31 FOZ DO DOURO Ex "Abraham Rydenberg Book 38 &-masted bark. Stbd. broad, sails, at sea. (Mag. cut) 12 As a brig. PICT. Info. BOOK 44; pp 42. 3.

4.

For more than 50 years seafaring men throughout the world have met in many ports and on many seas the 4-masted bark "Abraham Rydenberg" at various times under the flags of Portugal, the U.S. and Sweden, flying the latter flag as a training ship of the Swedish Merchant Marine.

Her outstanding performance was the establishment of a record for sailing ships in 1925 while with Alaska Pkæs. She made the 2400 mile voyage from S.F. to Unalaska in 7 days to average approx 15 knots!

She is now owned by Julio Ribeior Campos and flys the Portuguese flag. Recently she was powered with a pair of 960 h.p. F.M. diesels at 300 r.p.m. with air cooled pistons and back-flow scavenging.

260'9" x 43'2" and has depth of 23'6" She still retains her sailing rig as a 4-masted bark. (Motorship May, 1946)

FOR MORE INFO. SEE CARDS ON "STAR OF GREENLAND" AND "ABRAHAM RYDBERG"

<pre>I. FP 132 see "Donna Lane" Album 4. FP 28 see "Major Ruben L. Fain" " FP 22 see "Sunde" " FP 38 (Twin 300 H.P. Atlas Diesels) " 5. FP 40 Stbd. broad, speed, Seattle " 11. 6. FS 245 Stbd. broad, Seattle waterfront " 12. 7. FS 249 Stbd. broad, at dock. " 12. 8. VG Half-bredth plans of 148' BOOK 31 pp 89</pre>		4	F. P. Boats. F. S. Frtrs. U. S. Army. Frt. and Pass.
6. FS 245 Stbd. broad, Seattle Waterfront # 12. 7. FS 249 Stbd. broad, at dock. # 12. 8. VG Half-bredth plans of 148' BOOK 31 pp 89	2 FP 5 FP 4 FP	28 22 38	see "Donna Lane" Album 4. see "Major Ruben L. Fain" " see "Sunde" " (Twin 300 H.P. Atlas Diesels) "
	5. FP		Stbd. broad, speed, Seattle " 11.

114' x 27' x 10'2" Frames are double sawn fir with top timbers of yellow cedar; Planking is 3" net vertical grain fir; guards and shoe are of ironbark. Hull has 6 water-tight compartments by welded steel bulkheads, those fore and aft of the engine room being fireproofed.

Cargo hold of 120 tons capacity.

Engines pair of 6-cyl. 112 x 15' heavy duty Atlas Diesels direct reversing, and developing 320 h.p. each at 300 rpm's. Turn 62" Collidge propellors. and carry 11,000 gallons of fuel. Speed 12 knots at 300 r.p.m. F.P. 35 was built by Chilman Shipyds. Grays Hbr. F.P. 34 was built by Petrich at Tacoma F.P. 80 was ex. Maj. Jos. R. Wessley (Unimak)

Boo	k 32			I	FP 34		Twi	1 Atla	as type	э.
	-	1								
0	Stbd.	bow	at	Seattle (Mag. ci	Port at)	pier	with	many	other	boats.
*										
						1				
									No.	

Book	32	FP 37	USAT twin Atlas.
-		here to de la serie de la s	engines.
5	2001	ad, speed, (Mag. cu	it)
2	Same as ab	ove (Page 49)	
	and the second		

Advertised for sale Nov. 1946 PMB. bu Fremont Boat Co. For information, dimensions, etc. see reverse side of card for FP 38

FP 38 Album 8. Twin Atlas. USAT. 1. Stbd. broad, speed, East waterway, Seattle. 2. PICT. BOOK 32; pp 49 .

Built 1943 from plans submitted by H.C.Hanson.

114' over-all x 27' x 13' 4" Draft amidships 9' and draft aft 10'

Has two 320 h.p. Atlas Imperial full Diesels of 6-cyl. turning 300 r.p.m. Speed 12 knots.

Two 20-25 h.p. Hercules diesels driving 10 k.w. 135 molt D.C. generators. Also 5 K.W. generator on main engine.

Single decker with built up bulwards, long forefoot, and cruiser stern. Below deck she is divided into six compartments by transverse water-tight bulkheads. Chain locker crews quarters for 8 men, freight hold for 120 tons, eng. room, after quarters for 10 men, and in the stern the lazeret.

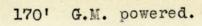
Has 4 tanks with 8000 gallons fuel capacity.

Book 52 Album	FP 40	Twin Atlas	type
1 Stbd. bow, speed. Stbd. broad, speed,	(Mag. cut) Seattle Hbr.		
			aller in the
	<u></u>		Share -
		Sala Sala Sala Sala	
	The second second		Har Martin

FS 46 P.C.A. "Mount Edgecomb" 0 Stbd. broad, at New Navy dock, Sitka.

Book 32 FP 47 Twin Atlas type. Port broad, speed, Seattle. VG. (Mag. cut) 0

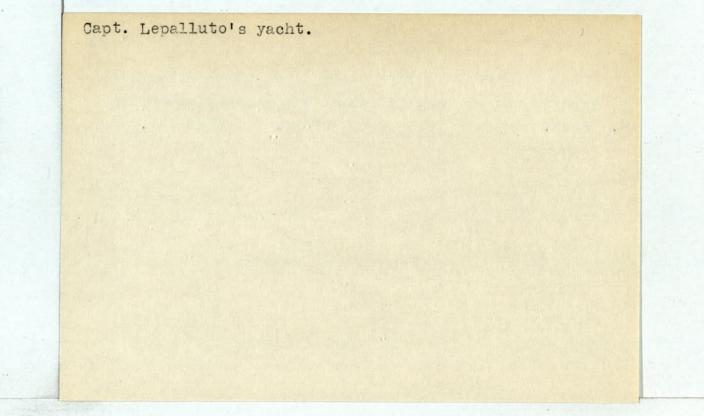
Book 32	F.P. 135 Steel FP (343 class)
1. Stbd. near b	road, still in stream. (Mag. cut)
	Carl and the second

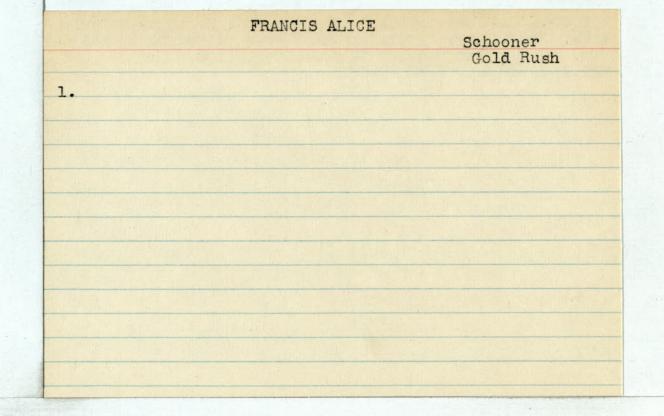


FRAM Arctic Exploration Ship 1. Port broad, frozen in in the Arctic 1895 (Book No. 34. page 32)

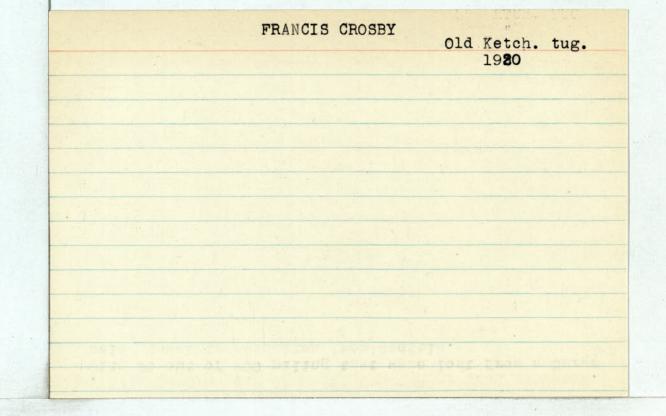
Nansen--Johansen Expedition (Norwegian) Story of trip etc. in Book Ng.

FRANCES Ex ATS 117' FS 1. Stbd. broad, at end of pier. P.W.B. Jan. '53 p. 10 2. Pict. Page. 2, Book 41.





131 tons was lost in the Bering Sea Oct. 2, 1900--Siberian side. Capt Henry Carpenter and 7 crew picked up by the Str. "Aloha" and brought to Nome 10/20/1900 SEE MORE IN GOLD RUSH FILES.

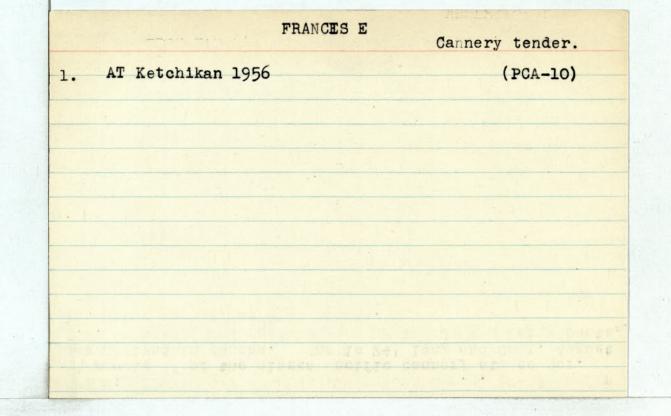


Emp. 5/14/1920/6 Tug "Francis Crosby" arrived at Ketch. with 95 out of 200 piling that were lost from a barge being towed to Ketchikan from Seattle.

FRANCIS CUTTING Sm. old P. Sd. frt. and pass. Halibut etc. 1. No pict. . Ilud and ni satbod basogmosab di bouot ans ilud bazis of wrecked sch. "Walter A Earle" in tow. Righted the cap-Ilud diw diss viul Asngola . The 30' /18 (shire) MANZALA

In 1895 (Sept.S) she found the drifting hull (capaized) of the schooner "Walter A. Earle" off Marmot Island. ALASKAN (Sitka) 5/25/195 of North American Comm. Co. Capt. Thomas, commanding arr. Sitka on Slat. from the Westward. See card on "Killisnoo" for an anecdote.

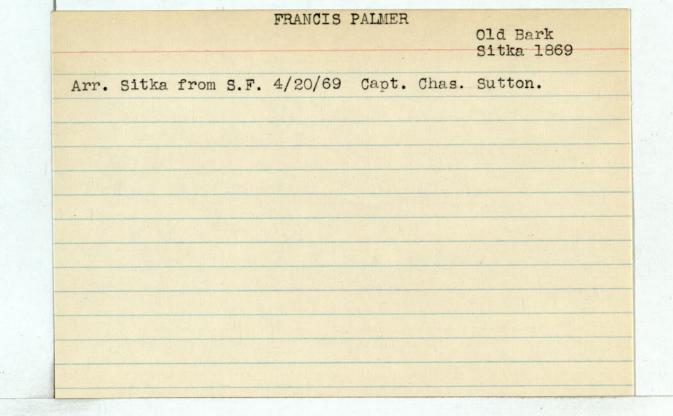
Built 1889 at S.F.Calif. Came to P. Sd. in 1890 to run opposite the "Buckeye" on Seattle-Richmond Beach run. In 1896 she went to S.E.Alaska as a cannery tender. In 1906 she passed to the Pacific Packing and Navigation Co. and was used as a halibut fisherman. Seized by a Canadian fisheries cruiser in 1908 and reverted to Canadian interest at Vancouver B.C. in 1910. Later became a tug and was lost in 1924 while towing a car ferry to Prince Rupert. 91 gross: 59 net; 80.5' x 20.5' x 7.6' 25 NHP 98 IHP



EMPIRE: 3/16/1920/7 The new 75 ton, 100 h.p. (C-O) tender "Francis E" of the Alaska Pacific cannery at Tee Hbr. has arrived in Juneau. She is 74' long and Capt. August S.F. Erickson, who used to work on the Juneau ferry boats, is master on her for this season.

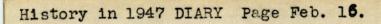
FRANCIS HANIFY Steel steam Schooners of the Pacific Coast Lyman Built by Harlan & Hollingsworth 1914 at Willmington, Del. for the J.R. Hanify Co. of S.F. Was 10' longer than the "John A. Hooper" but other -. wise very similar in jull and engines. Had oil tight bulkheads to carry either lumber of bulk oil, and in 1917 was bought by the Freeport Sulphur Trans. Co. of NLY. and renamed the Freeport Sulphur No. 1. and was operated by them until sold to Italian owners in 1928. 2588 tons.

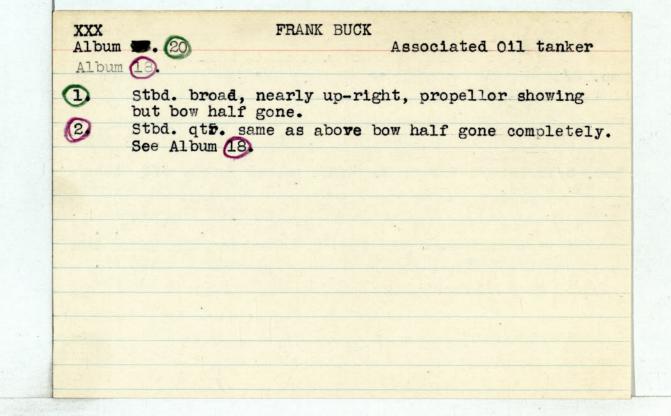
FRANCIS H. LEGGET	
Steel Steam Schooners of the P.C.	Lyman
	A CONTRACT OF
1606 tons carrying 1500-M ft. of lumber w	as built at
Newport News in 1903 for the Hammond Lmbr	. Co. of S.F.
Had triple-expansion engine of 1000 h.p.	and was fitted
with extensive passenger accommodations.	
In 1912 she was acquired by the Hick	s-Hauptman Trans
Co. She foundered off the Ore. Coast S	ept. 18, 1914,
with a loss of 65 of the 67 on board.	
D.A.Disp. 9/20/1914 says she sunk 60 miles	south of the
Col. River Barcapsized during a storm	. Had big deck-
load of lumber. She was a steel st. sch	. build 1903
at "ewport News, Va. 241' long. Owned	d by the Chas.
McCormick Co. of S.F. Capt. C. Morro, 5'	7 pass. and crew
all lost. Two survivors Alex Farrell (of Sacremento and
Geo. Pullman of Winnepeg, Canada.	a water and the second
See Envelope in Lg. G. S. File inder WOODEN	STEAM SCHOONERS
More in Lg. G.S.File under SHIPWRECKS (Old	1)
more th DE' G'D'LITE MUGEL PHER GURDEN CON	~/
	NAME AND ADDRESS OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY.



FRANCIS STEELE Old schooner Sitka--1868 Departed Sitka 3/5/168 for Michaelovski; Capt. E.E. Smith, commanding; 79.55 tons burthen.

PHP. 2.	FRANCISVILLE	Norwegian M.S. Klaveness Lines.
1. Stbd. broad	, speed. (Porthole)	





Wrecked---See page 39 in PMB. May 1937 compared with wreck of Lyman Stewart.

- Emp. 3/17/1924/6 Tanker "Frank H.Buck" lost her rudder in a storm off the Northern Calif. coast. Tugs are out to her assistance.
- Emp. 5/6/1924/6 Associated Oil tanker "Frank H, Buck" which grounded on rocks on Pt. Pinos May 3rd. is stall on the rocks and goes dry at low tide.
- Emp. 5/19/1924/6 "Frank H. Buck" pulled safely off Pinos Pt. today.
- K.Chron. 3/7/1937 She collided in fog with the liner "President Coolidge" off the Golden Gate. The "P.C." ran into port O.K. and the "F.H.Buck was abandoned but later her crew returned to her and she was towed in.

FRANK D STOUT Pacific Coast Wooden Steam Schooners. Lyman 1113 tons was built 1917 at st. Helens, Ore. for the Brookings Commercial Co. S.F. Carried 700-M ft. Originially planned for twin screw Bolinder diesels but ended up with 600 h.p. triple ex. steam. Sold to Cal & Ore. Lumber Co. in 1925 and in 1928 was bought by A.F.Mahony, S.F .. In the 30's she became the COTTONEVA of E.H. Stahlbaum S.F. Wrecked in heavy fog at Port Orford, Ore. Feb. 10, '37

Album 23.	FRANKIE Sm. old tug.
1) At old Olympia, N	Wn. wharf with other old craft.

FRANK M WARREN Col. River tug. . Book 40; pp. 49 Info. 1.

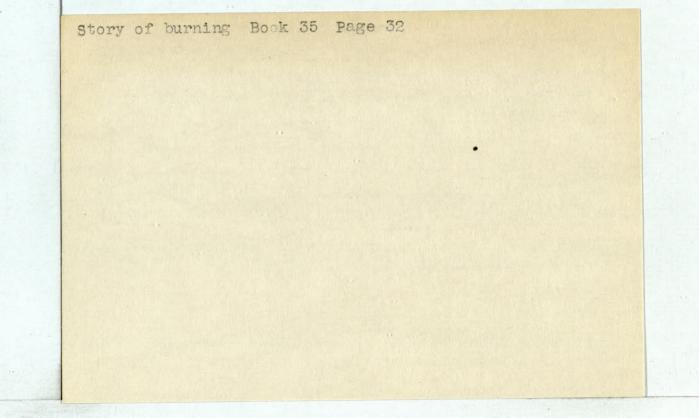
	FRED	BAXTER	Steam	schooner
1. No picts.				
		all and the second	1	
	Sec. 1		•	

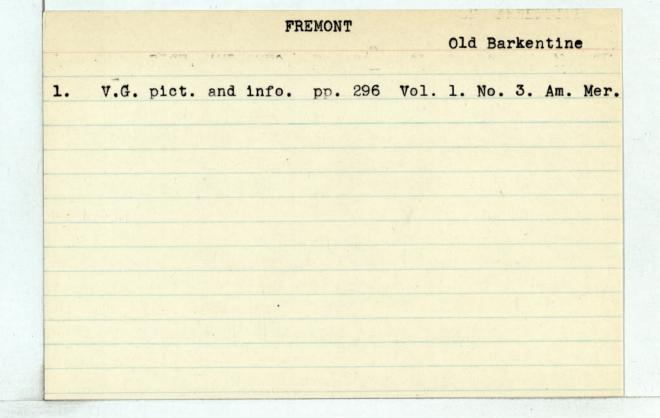
Salvaged by Capt. Moloney and his "Rescuer" in 1920 after she had heeled over off Port Townsend. M.D. Sept. 9, 1950

FRED BAXTER Pacific Coast Wooden Steam Schooners Lyman. 1294 tons, built 1917 by Kruse & Banks, North Bend. for J.H. Baxter & Co. S.F. Had triple ex. eng. 850 h.p. Carried 1250-M ft. Was scrapped by Baxter Co. 1934

P.C.	A. (5)		F	RED	RICK F	Elmer Linds	trom's tro	ollei
0	stha	brood	ot No		fN oot	Juneau Boat	Uenhon	
G		or oad,	20 10	• ~	I I U Z U	Juneau Doat	narbor.	
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	FREJ Swedish motorship	
1. No picts.		
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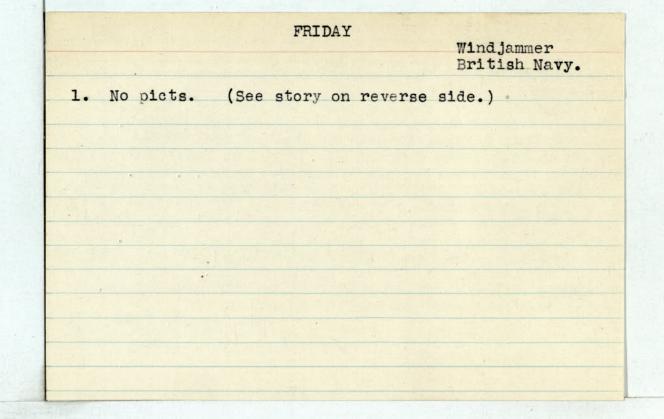


No. 120125 FRESNO Sailing bark A.P.A. 1901 1. No picts.

Built 1874 at Bath, Me. 1244 gross; 1149 net; 197.2' x 38.6' x 23.1'

D.A.Disp. 5/5/1909 Former lumber bark "Fresno" towed to Type by the tug "Prosper" Has 2500 tons frt. for the whaling station.
D.A.Disp. 4/15/1910 says she was towed to Type this year by the steam tug "Fearless"

D.A.Disp. 7/30/1913 Towed to Seattle in June by the tug "Goliah" with the abandonment of operations at Type by the Type Whaling Co.

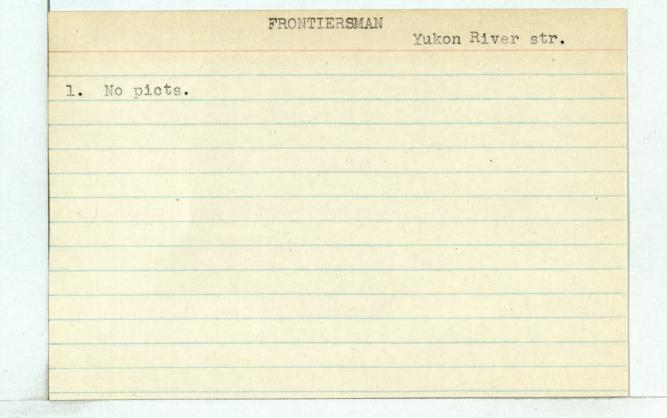


Superstitions are synonomous with the sea and 13 years years have passed since the sinking of the "Iowa". Of course we of the modern generation do not believe in superstitions any more, although facts cannot be denied when evidence is presented.

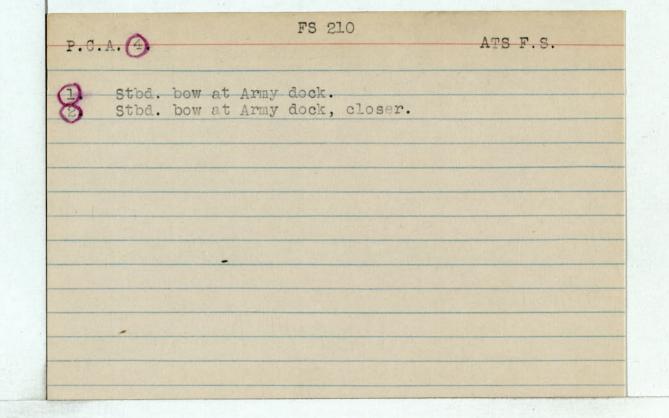
For instance, several years ago the British decided to quell the silly superstitions among British sailors. A seaman wouldn't sail on Friday and the number 13 was always a black shadow over a dawning day. British Naval authorities decided to construct a new windjammer for H.M.Navy. Construction began on the 13th, the ship was launched on the 13th of another month. Christened the HMS "Friday" as 13 Naval dignitaries looked on. Upon completion she was schedu led to sail on her maiden voyage on Friday the 13th.

British anti-superstition authorities had accomplished their purpose except for one little detail. The HMS "Friday" sailed over the horizon into oblivion and has never been seen nor heard of to this day.

Marine Digest Jan.8, 1949



Gas stern-wheeler with chain drive, built at Whitehorse. Operated on the Hootalingua and Pelly Rivers and also spent a year on the Porcupine.



Vessel assigned to the Seattle Port of Embarkation for use by the U.of Wash. and U. of Calif. in ROTC training She had radar installed in Nov. 1948

PCA 6 FS 238 148' Wooden F.S. Stbd. bow at Engr. dock. Jan. 1949 1. Stbd. bow at Engr. Gock. Jan. 2. Stbd. near broad same place. 3. Stbd. broad (same place) " " A. Set of 6 picts. dry-docking and on Dry-dock. Juneau 100

148' long and powered with the 875 F.M. Diesel 148' x 33.8' x 17.2' 675 Gross tons.

Arrived in Juneau Dec. 18, 1948 under Capt. Ray Hood and with Ed. Stewart in the engine room. Built by Martinolich Shipbuilding Co. S.F. in 1944

FS 245 Album 23, ATS. 148' F.P. 1 Stbd. broad, still in stream, Seattle. Good mag. cut, half breadth plan from P.M.B. 7/143 2.

Built in 1943 148' x 33' x 17' (moulded depth) Single screw 875 h.p. F.M. diesels and cruise at 12 knots. Designed by H.C.Hanson of Seattle for the A.T.S.

Some were built at the Northwestern Shipbuilding Co. Bellingham, Wn. Some at Anacortes and another bunch was turned out at a yard in S.F.Bay.

Carry 250 tons and have bunker space for 18000 gallons fuel oil. Have 60 h.p. F.M. auxiliary. (three of them.) driving pumps etc. and one 10 k.w. gen and two 40 k.w. generators.

Has two 10 h.p. electric cargo winches on double boons that lift 31 tons each. Anchor windlass is 25 h.p. electric unit and she also has a single 31 ton boom aft served by an electric towing and cargo combination winch.

LS/17/1947 Hit rocks near Herbert Island in a storm. Bounced clear and ran to lea of Seguam Ishands. Navy tug "Tekesta" rushing to her aid. Taking water in foreward compartments.

FS 249 Album 23 ATS 148' F.P. 1 Stbd. broad at Port of Emb. dock.

PCA (6) FS 343 Steel ATS. F.S. Port near broad at Engr. Dock. Dec. 20, 1948 1. Port broad same place same time. 8 a 14 14

560 Gross: 262 Net. Twin 500 G.M.'s

Left Juneau, Dec. 18, 1948 for Adak under Capt. Spencer and with Chief Eng. Chet Loop.

Jan. 2, 1954 M.D. pp.2 has pict. and add 'For Sale' U.S.C.&.G.S. Supply vessel M.V. "Onward" which is most likely identical to the F.S. 383. Ad says: "This is an F.S.-class Army mine-planter. 179' x 32' x 9' 812 tons disp. full load; Built 1945; Been used as a light cargo vessel by the Goast Guard. Twin G.M. 6-278A diesels of 500 h.p. each at 750 r.p.m. and auxiliary diesels complete. Also other equipment including argo gear and winches complete except for electronics, gyro and lifeboats. Bids will be closed Feb. first, 1954.

12/9/1948/3 Touched bottom in Wrangell Narrows and had to be inspected in Juneau by diver Roy Eaton. Damage negligable.

PCA 6 FS 383 ATS steel FS boat. 1. Stbd. broad anchored Juneau Hbr. Dec. 18, 1948

FS 790 U.S.Trans. -Corps 1952 Prototype 1. Picts. and story in Dec. '52 PWB. Pages 12----

F.S.LOOP

Pacific Coast Wooden Steam Schooners

I.vman

794 tons, built at Marshfield, Ore. by Kruse & Banks 1907 for the management of the Loop Lmbr. Co.

Carried 830-M ft. and originally fitted with a triple expansion eng of 500 h.p.

Sold 1926 to Wm. Chatham, S.F. and after other changes of ownership was acquired in 1937 by Dr. W.J.Ross, the Pet food canner of Long Beach. Calif. He scraped the stean plant and replaced it with a Liberty motor. She was operated of the coast of lower Calif. turning sea lions into dog meat under a concession from the Mexican Gov't. She was laid up at Long Beach in 1938 and may still be there.

Sustained a badly crumpled bow in a collision with the CPR "Princess Alice" in fog off Port Townsend night of Nov. 16-17, 1923. "P.A." not badly hurt.

No. 120704 F.S.REDFIELD Gas-schooner. 1. No picts.

Built 1887

469 gross;

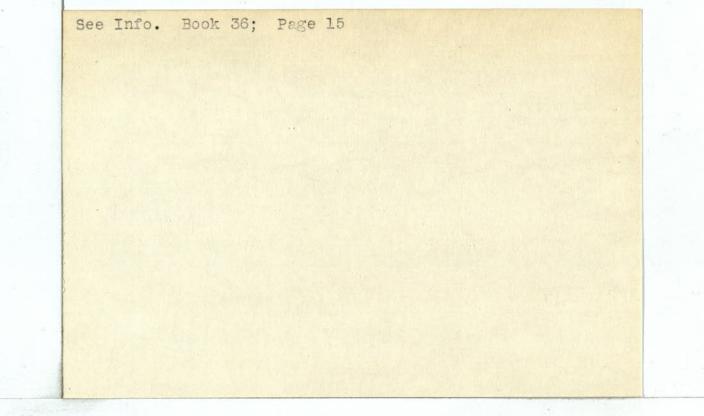
Stranded Aug. 27, 1911 on Cape Prince of Wales, Alaska There were 23 men on board and none lost. INFO. BOOK 35; Page 42

	FULLER
Book 29	USATS ex "City of Newport News"
D. Port bow, har	ndled by "Andrew Foss."
The Post of the Po	

Formerly the "City of Newport News". Rebuilt at Lake Union D.D.&.Mach Wks.

507' long and was second largest vessel ever to pass through the Ballard Locks.

	Old freighter (BORDERLINE TRANS.)
1. No picts.	



FURY STRAITS 154 unit of Straits Towing Co. Van. B.C Ex. "Rosario Straits" Picts. and info. pp. 13, B.W.B. Aug. 1954. Pict. and info. pp. 40; Book 42. VG pict. (N.B. 21; pp 70)

F. W. MULKEY Portland patrol boat 1. V.G. History of the vessel. (BOOK 44; pp 38.)

