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Historical Collections**

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

General Marine Files

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Juneau, Alaska 99811-0571**

Book 32

F. 49

Album 8

U.S.A.T. Sm. Frt.

1. Port broad at Seattle Port Pier. G.
2. Port near broad at Port Pier (Mag. cut)
3. Also a stbd. broad speed of any F-Boat. (Mag. cut)

See PICT. of "BONNIE" for others of this design ALBUM 31.

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 Shipbuilding & Boiler Co. at Tacoma.

Her first skipper was Capt. George J. Kiopola 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 builders.

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

P.C.A. ⑥.

FAIRBANKS

Album ⑪.

Frt. Mail, Pass.

- | | | |
|----|---|----|
| ①. | Port, broad, speed, Seattle waterfront. | VG |
| ②. | Port broad, speed, Wrangell Narrows. | |
| ③. | Port bow, " " " " " | |

FAIRFIELD

Album 9.

Book 29

(Steam tug)

(Diesel tug)

1. Stbd. broad, speed, P. Sd. Large "T" on stack. VG
2. Stbd. near broad, speed. Good (Magazine cut)

Info. Book 36 Page 16

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. $19^{\circ}37'$ and $105^{\circ}50'$ W Mar. 19, 1922

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FAIRHAVEN

Album 14.

Book 29

Old stern-wheeler.

Album 20.

1. Stbd. broad, slow, cloudy sky; smoke. VG
2. Just a pile of floating wreckage after being rammed and sunk. See picture in Album 17.
3. Port broad, slow. (Magazine cut)

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.

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 info. of salvage operations: See pp 88
in M/Eng. June, 1957

1. Stbd. bow with fleet on ways. (Mag. cut)

FAIRY

Very old Olympia, Wn.
Steam ferry boat.

1. No picts.

On Oct. 22, 1857, her boiler exploded as she left the wharf at Steilacoom, bound for Olympia. She sank at the dock and then disappeared. A fortnight later, her shattered 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.

More 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 produce packet from Monterey to S.F.

In 1910 she passed to the Maritime Investment Co. and in 1912 was acquired by the North Pacific S.S.Co.

Early in 1917 they sold her to Thomas Crowley and Andrew F. Mahony of S.F.

She burned off American Shoals Light on the Florida Coast June 14, 1918

D.A.Disp. 5/17/1917 pp.8; North Pac. S.S.Co. str. "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. Later it was discovered 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

Yukon River craft.

1. No picts.

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
~~Santa~~ Inez Fisheries Co. and she arrived at Hongkong
in Oct. 1940.

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FALCON

~~Album 12.~~

Small old pass. boat.

Album 20

1. Stbd. broad, port list, dry at Everett, for wheel repairs.

FALCON

Arctic exp ship
Comm. Peary.

1. No pict.

Left Portland, Me. July 8, 1893 with Adm. Peary and his
Arctic expedition.

FALGOUT

U.S. Weather ship.

1. Arr. in port. Book 42; pp. 3.

FALKE

Old German cruiser
Juneau Aug. 1905

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

1. Port broad, at dock, Ketchikan.
2. Two views from the bow at the same oil dock.
3. 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 purchased 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 subsequently 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 wind-jammer to a tanker is due at Seattle Apr. 1st from L.A. and will be towed to Seattle.

PHP

3.

FALSTRIA

Danish Motorship

1. Stbd. broad, slow, at sea. (Mag. cut) Book 33; p.23.
2. Stbd. broad, slow, at sea. (Porthole)

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 Coast run.
Cruises at 16 knots and has no funnels. The company
now operates 23 mototships.

M.D. 6/2/'51

FAMOUS

Album 13.

Old steam tug.

1. Stbd. broad, a/s sand barge in stream.

VG

FANNIE

Yukon River str.

1. No picts.

Built at Nome in 1900.

75 tons;

FANNY

Old schooner
Sitka 1869

Arr. Sitka from S.F. 5/29/69; Capt U. Sherburne

FANTOME

Book 29
PHP. 1.

PCA-6.

Guinness' Yacht.

1. Port broad, anchored Lake Union. (Magazine cut)
 2. Port bow, in a drydock. (Porthole)
 3. Port broad, at anchor Lake Union.
 4. Good pict. on inside of front cover ---Feb. 1954
Pacific Fisherman. "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 latest ~~st~~ info. on her.VG.
6. May not be scrapped. Book 42; pp. 8
 7. Sold to Onnassis May, 1956 Book 44 pp. 30.
 8. Info. race, etc. BOOK 45; pp 12.

IN JUNEAU 6/20/1939 (See card Juneau Yachts)

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/'49 says owner A.E. Guinness 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. M.D. 12/30/50

257' Long Was in Portage Bay for last 11 years. Sold In Dec. 1950 to Wm. and Joe Jones for an undisclosed price. Equipped with sail (required crew of 35 under sail) she is also powered with two 1500 h.p. Swedish make diesels. Built for a million back when that much cabbage got a hell of a lot of boat. Her design was that of an Eng. privateer Bought by the Duke of Westminster in 1927 and he replaced her hull with a steel hull. She changed hands a couple times before A.R. Guinness bought her in 1936. She came to Seattle from an Alaskan trip in Sept. 1939. When laid up only Gilbert Long (Eng.) and wife remained. M.D. 12/30/50

1. No picts.
2. Two picts; Quarter bow. Only fair picts.
3. VG Bow view at dock. (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 gone, and she is
leaking badly. Was enroute from the Flt Ids. to S.F.
with copra...

XXX

Album 18.

FARALLON

No. 120724

Old Gold Rush Mail Pass.

Album 28

1. Port, nearly broad, heavily iced in ice flows Cook Inlet Feb. 1910
2. Stbd. qtr. close up, breaking up; shortly after above wrecking.
3. Port qtr. stbd. list bow towards snow covered barren hills.
4. Bow view, decks awash, stbd. list. in Cook's Inlet Jan. 5, 1910 Album (Post Card 1.)
5. Port broad, speed. (Fair pict.)

On Oct. 11, 1903 she broke a tail-shaft in Wrangell Narrows and was towed to Wrangell by the old cutter "Gedney" Skagway Daily Alaskan
On July 23, 1899 she ran on the rocks inside the C.P.R. wharf in Wrangell and her nose went dry.

Early days of A.S.S.Co.

See Red 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.

1899 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 "Pilgrim"

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 Iliamna Bay during a gale and snowstorm. On Jan. 7, the 2nd 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 survivors were in bad condition because of the hardship and exposure. 749 gross; 565 net; 36 crew; 500 h.p. 158.5' x 33.8' x 18.5' Wrecked Jan. 5, 1910 with 38 people on board. NOTE: Original H.P. 175 nom. 250 indic.

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 Kaffia 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 "~~Pilgrim~~" ("Pilgrim")

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

FARGO

Old sch. hull with
canvas house.

1. Distance--anchored at Kootznahoo with the "Pioneer"
Book 38; pp. 57

FASTNET

Some kind of old str.
Wrangell 1898.

Old Canadian steam tug

1. No picts.

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 str. "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."

FAULTLESS

Album 9.

Album 11.

(old steam tug)

- | | | |
|----|---|----|
| 1. | Stbd. broad, aside log rafts. | G |
| 2. | Port, broad, speed, mountans in distance. | VG |
| 3. | Stbd. bow. outside "Newington" at dock. | F |

Goes to ship-breakers 1957. (N.B. 21; pp 85.)

XXX
Album 12.

FAVORITE

No. 120165
Old Killisnoo Herring
Steamer.

PCA 38-545

1. Port, broad, fishing Mitchell Bay. VG
2. Stbd. nearly broad, aft. skeleton listing to stbd.
on pebble beach. Album 19.
3. Coming to the seine, Mitchell Bay. Port broad.
Original photo by V.I. Soboleff. P.C. Album 1.
4. Two V.G. broadsides afloat and one of her wrecked;
See pages 51 and 63 in Book 38.

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 coast-wise trade carrying 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.

Album 27

FAVORITE

Old Wheel-house-less tug.
From Lewis & Dryden.

1. Port broad, still in stream. (620 neg.) 5x7 print

FAVORITE

Album 9.

Book 29

Side-wheel steam tug

1. Stbd. broad, line out, near shore, slow. VG
2. Port broad, collision with tug "Superior" good.
(Magazine cut)

Built 1868 at Utsaladdy, Wn. 269 gross; 269 net;
~~1777~~ 132' x 8.2' 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 Douglas!

D.A.Disp. 8/21/1915 Missing gas-boat "Favorite" 'drifts' to Cordova. She had left Douglas 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 Ships

Canadian schooner

58 tons; 71.8'x22.2'x8.5' O.N. 100495: Built at Chemainus, B.C. in 1892, and first listed in the sealing fleet that year. Owned by Thomas Earle of Vict. and skippered by Capt. A. Magnussen 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.

See "Anna Eva Fay"

FEARLESS

No. 121098
St. sch. whaler

1. No picts.

(Skaqway)

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.

FEARLESS

Album 7

Cannery tender.

"Decatur"

1. Port, broad, speed, near shore, as Jones Bros. tender

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

FEARLESS

Album 9.

Book 31

(Diesel tug)

1. Stbd. broad, line out to tow, near shore, P.Sd. VG
2. Stbd. bow, listed on beach. (Mag. cut)

Book 32

FEARLESS

Canadian diesel tug.

PR094C

1. Stbd. near broad, slow. war paint. (Magazine cut)

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.

FEARLESS

Album 13.

Old steam tug.

1. Port, broad, speed, probably old Everett flats. VG

Now "Foss No 21"

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

Info. pertaining 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.

Album 27

FEARLESS

Lg. old steam tug.
From Lewis & Dryden

1. Stbd. broad, still. Pict of Capt. included.
From Lewis & Dryden. (620 neg.) Also 5x7 print.

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 Sea, in Nov. 1885. The Russian gunboat "Razbónik" 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

PHP. 1.

P. Sd. Freight Lines

1. Port bow, speed, P. Sd. (Porthole)
2. Port qtr. speed; (Mag. cut.)
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/'48

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

XXX
Album 18.

FELTRE

Italian Motorship.
Later "Clevedon" ATS

1. Stbd. nearly broad, resting on even keel, upright, decks awash, on bottom in Columbia River after collision with "Edward Luckenbach"

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. Galdsdick inside
cover of Book 31.

P.C.A. (5)
Album (5)

PCA (6)

FERN

U.S.L.H.S. Frt. Pass.

1. Port, broad, slow, in Lake Union near logs. VC
2. Stbd. broad, entering Sitka Hbr. from South;
panorama, showing Alice Id. etc. P.C.Album (1)
3. Two; stbd. broad at Union Oil Dock Juneau Aug. 1948
4. Port broad at Juneau City dock Sept. 1950
5. Late info. (1963) Lg. G.S.File under LIGHTHOUSE TENDERS

Emp. 12/6/1922/6 Lost her rudder near Ketchikan and was
towed to Prince Rupert by the "Cedar" for repairs.
12/24/1938 Still aground in False Pass.
12/31/1938/6 Fern refloated and apparently undamaged.
1/16/1939/6 "Fern" here; going to Seattle for repairs.
1/17/1939/8 "Fern" and owners fined \$1000. for packing
pass. without proper certification by collector of
Customs J.J.Conners.
Later "Nason"

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 West-
ward run.

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

(1) Stbd. broad at Juneau Cold Storage dock.

Fair piet. being overhauled at Marine Constr. & Design
in Seattle. pp. 29/ Apr. 1955 D.W.B.

FERNDALE

No. 120434

Old st. sch.

No. pict.

Built 1880 at S.F. Calif. 243 gross; 151 net; 160 N.H.P.
140.5' x 25' x 9.1'

FERNSTREAM

Norwegian frt.

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

FERRET

Free-booter

Story in large folder drawer

Envelope No. 17.

The above is now in

(Note Book 23; pp 35)

1. Stbd. bow, still in stream. (Porthole)
2. Port bow at pier, 3 scows a/s; from air. (Mag. cut)
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 magnesite~~d~~ 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 32

Album 14.

F. H. MARVIN

Puget. Sound Frt. Line.

Book 29

1. Port, broad, speed, near bluff. VG
2. Stbd. broad, at dock. (Magazine cut)
3. Stbd. broad, sunk, upright near logs. (Mag. cut)

FIDALGO

P. Sd. frtr. 1923

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. '69

1. No picts.

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/'68 from Kodiak
10/28/'67 she changed from Russian to U.S. Registry
175.16 tons burthen.
Capt. M.C. Erskine 1/19/68

P.C.A. (6)

FIDELITY

Halibut--Cannery tender

1. Port broad on N.C.Co. ways May 1950

2. Stbd. broad. " " " " "

FIFER

PCA-6

Large Canadian Yacht.


1. Port broad, slow, Ketchikan Hbr.
2. Bow view, still in Ketchikan Hbr.

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. Steamships, Ltd Capt. R.W. McMurray. Had gone to Vict.
to bring Gracie Fields to Van. B.C. and ran aground on
the way. M.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) in-
stalled. 100' Will go on trials early in Apr. 1960
and expected to cruise at 13 knots.
Originally built for the late Capt. W.M. Crawford.

XXX

Album  17.

FIFIELD

Wooden Steam Schooner.

1. Port bow, close, seas breaking over stern, wrecked in mouth of Coquille River, Ore. 1922. Had been built at North Bend, Ore 1908; 634 tons.

FIFIELD

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.

FINCH

See S.H.FINCH

See card on S.H.FINCH

FIONIA

Old Danish M.S.

1. No picts.

Some good info.

Album 44; pp. 6.

FIR

Album 5.

U.S.L.H. Service.

1. Port, broad, speed, loaded with buoys. VG
2. Good pict and story Pages 14 & 15 PMB Jan. 1952

Album 15
Album 22.

FIRWOOD

No.
Old wood st. sch.

1. Port broad, Ketchikan as P.A.F. ship.
2. Port broad, still Ketchikan Hbr.

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. Disp. 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 enroute from Callao
to S.F. Crew picked up safely by the Br. Str. "Victoria"
She is the sister ship of the P.A.F. vessels "Redwood"
and "Rosewood" and has a Bellingham crew.

FISH HAWK

Old cannery tender

1. At float in Tyee, a/s "Haakon" (PCA--1)
2. V.G. a/s old pile trap (Book 48; pp. 43)
3. Port Broad; VG. Off Seymour Canal (PCA--7)

FISHER MAID

Pacific Sealing Ships

Canadian Schooner

21 tons; 48'x 15.2'x 7.4' O.N. 120895: Built at
Astoria, Ore. Canadian O.N. 100797.

In 1894 she carried a crew of 8 Indians and took 92
skins on the coast. In 1895 she was skippered by Capt.
C. Chipos and took 109 skins.

FISHERMAN

Pacific Sealing Ships

American schooner

Reported by the "Sitka Herald" at Sitka in May, 1893 with a catch of 20 skins, hailing from Port Townsend. No other report and it may be the same vessel as the "Fisher Maid" which was registered in Port Townsend that year.

XXX

Album

Album

FISH & WILDLIFE NO.6

Patrol boat.

17.

25

1.

Port broad, perched high and precariously on reef
(Hog Rocks) near Ketchikan 1944.

2.

Small pict of same view as mentioned above.

F.J.LUCKENBACH

No. 203965
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

F. K. GUSTIN

Yukon River steamer

1. No picts.

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 picts 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. '53 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 33. 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.

FLAVEL

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.

XXX
ALBUM #3.

Album 23

FLEETWOOD

Album 20

Sm. Sd. Pass. Ferry.

1. Stbd. broad, still in stream. Passengers on deck. G.
2. Stbd. broad, abandoned on beach in Quartermaster Hbr.
March, 1905
3. Port bow, a year later than above. Both in Album [redacted].
4. Port bow, close up, good, See Album 18.
5. In stream, early Seattle Hbr. scene. Others.

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

FLEETWOOD

Large reefer ship.

1. Port broad at dock. (Book 33. P. 23.)

FLEMISH KNOT

Unit of A.S.S.Co.
(Knot Ship)

1.

Makes trip to deep Arctic. (NOTE BOOK No. 1. pp. 37)

F. L. HAYES

Book 31.

Liberty tanker.

1. Nose in beach homes---from the air.

2. Burning on Delaware River. (Book #34 page 28)

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.

See card on "Sea Otter"

FLORA

Yukon River steamer

1. No picts.

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 rock 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 ~~from~~ to \$15.00~~0~~ and \$20.00.

FLORENCE

No. 201353

Small steamer operat-
ing around Juneau
in 1908

D.A.Disp. 2/13/1908 says she was taking over the ferry run for the "LoneFisherman" for the day. She was also mentioned in Jan. 1908 papers as being considered for charter to search for the missing "Fox"---being a larger boat than the "EDM" etc.

51 gross; 35 net; 55' x 16' x 7.7' Pass. 2 crew; Built 1904 at Seattle and home port Juneau in 1908

ACCORDING TO TREVOR DAVIS SHE IS ONE OF THE SEVERAL HULLS BURIED UNDER THE A.J. ROCK DUMP. (Notice---this pertains to the "Seolin" not the "Florence" The "Florence" was sold to outside interests as too expensive to run.

①. Heavily iced at old Juneau wharf. (Album ②8)

D.A.Disp. 7/1/1909 Returns from fishing trip (cruise)
Has been remodded. Galley and lounge now aft where ladies cabin used to be.

FLORENCE

Yukon River steamer

1. No picts.

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

Pacific Sealing Ships.

Canadian Schooner

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 Asiatic 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
WILLAPA.

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)

Made a trip to Alaska (Valdez) in Aug. 1938 (8/29/1938/6)

FLORENCE S.

River steamer. 1900

On 30 mile River.

1. No. pict.

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 ~~by the Alaska Barge Co.~~ 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 Hootalinqua in the 30-Mile was in July 1900 and her survivors were picked up by the "Baily"

D.A. Disp. 1/17/1914 Labeled yesterday, for wages.
D.A. Disp. 8/8/1900 Full account of capsizing. Capt Syd. Barrington cleared of all blame.

Was wrecked in the 30-Mile River 7/21/1900 3 drowned.

FLOSIE

Album 13.

Old steam tug.

"Olympian"

"Peterson"

1. Stbd. broad, speed, double exposure.

F

Advertised in Skagway paper Jan. 1, 1901 as a Mail str.
of the Juneau Ferry & Nav. Co. and was to make 2 trips
each week to Skagway and 2 trips each month to Sitka.
8/7/1901 she towed 110,000 ft. of logs to Bishopricks
Mill in Skagway---the largest ever towed there.
8/3/1901 brought C.T. Armstrong from Juneau. He reports
poor country--no gold in Khenia River below Haines---
(Katzehn ??)
Again won mail contract 11/2/1901
At Skag. 10/13/1901 Capt. Tibbets. Storm up Lynn Canal.

Ex "Peterson"
Later "Olympian"
"Adeline Foss"

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 Clipper 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.

1868/1869 at Utsalady, Wash. was employed as a steam tug to 1876. No record to 1890 at which time she passed the Port Blakely mills as a tug-passenger boat. In 1912 she probably went to Haines as the Barracks boat "Peterson" after being rebuilt. Cut down again as a tug at Wrangell then on to the Sound.

(2)

FLOSLIE

Old steam tug.

"Olympian"

"Peterson"

D.A.Disp. 9/13/1901 "Flosie" sunk at her moorings last night. Only top of house visible above high water. Crew was asleep on board but all got off safely. Cause of sinking (at Juneau dock) not know.

D.A.Disp. 9/16/1901 pp.4 "Flosie" raised Sat eve. 14th. sea-cock found to be open; crew on str. "Tonquin" which was laying near-by, heard someone run from her during the night---indicating sabotage. She may be back in running condition by tonight.

D.A.Disp. 11/2/1901 "Flosie", Capt. Tibbits, now two days over-due from Skagway mail run. (She arrived on 4th 5 days late and reported she was stopped at Berners Bay. by severe storms on Lynn Canal. (Did not make tthe run)

D.A.Disp. 6/22/1903 The Gov't. has purchased the str. "Flosie" from the J.F.& Nav. Co. for \$17,500. and will use her for a Barracks tender at Haines. She was built in 1899 for the local ferry runs but was found too expensive to operate as she was equipped with electric lights, a searchlight and other modern inovations..

Have an envelope with a VG souvenir on her (cloth advertisement) 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)

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 4'6"

Has 5/16 steel plating.

Powered with a G.M. Diesel, Model 4073 which is 2 cycle, 4 cylinder with $4\frac{1}{4}$ " 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 300 gal. fuel capacity.

FLYER

Album 14.

Large P. Sd. Pass. Ferry

Book 29

Later "Washington"

1. Port, broad, laid up under bluff; houses on top. VG
2. Port, broad, slow, snow-capped mountains. VG
3. Port broad, slow in stream. (Mag. cut)

Mentioned in death of Capt. Andrew A. Aas.
Red Scrap Book No. 36 Page 6

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

Yukon River steamer

1. No picts.

Operated by a Capt. C.E.Miller for the Tantalus Coal Mine.

FLYING A CALIFORNIA

Lg. tanker
1954.

1. Picts. and info. Album 43.
2. Ran amuck in storm in Lake Union Book 39; pp. 18
3. **WG** picts. and complete info. (M.Eng. 8/31/56;pp 72)

Book 34

FLYING ARROW

U.S. Freighter

1. std. 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)

1. Port broad, sails set, print. (Magazine cut)
2. Port broad at sea. Colored Mag. cut.
3. Sketch and VG info. M/E 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)
3. Stern of tug and bow of listing ship being towed.
4. Excellant group of picts. from Jan. 22, '52 LIFE
5. Good picts. April 1952 SHIPS & SAILING; Page 5

No. 4. above in Book # 34 20 to 26

PICTS. 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 derelict 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 cargo between
\$2,100,000. 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.

FLYING ENTERPRISE II

C-2 frtr.

1. Port near broad. Assisted by "Doris Moran"
See TOWLINE Feb. '52 Page 3)

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

FLYING MIST

Pacific Sealing Ships

American Schooner

O.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, fore and aft rigged, with large mainmast, 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 6/13/1869; Capt W.S. Sadler; 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.

FORBES HAUPTMAN

Album #3.

Lg. Frt. (Coastwise)

1. Stbd. bow; coming in on swell. Col. River Bar. G.

Book No. (33)

FOREMOST

Halibut--Navy patrol

P.C.A. 6.

Fish-packer.

(1.) 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

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" built 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. 4 PCA 6 Can. tender.

P.C. Album 1 Album 25.

1. Port broad, all white, speed. Ketchikan hbr.
2. Stbd. broad, a/s small boats Juneau City float.
3. Stbd. broad, on Warner's grid. P.C.A. 2.
4. Four good views of her various angles.
5. Stbd. broad, a/s driver putting in Gold Creek Dolphin
P.C.A. 3.
6. Two pict's of her on Northern Commercial ways.
7. Stbd. broad, at float in Juneau boat harbor.
8. Set of four of her aground at Bear Creek.
9. 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. Hbr. iced in;
12. Stbd. bow from dock. Loaded; Iced in Mar. 1951
13. As. mailboat. Juneau Boat Hbr. (PCA--7)

D.A.Disp. 3/18/1913 says 'of Ketchikan, and towed the old Wrangell landmark "Port Admiral" loaded with lumber, to the E.Weise~~x~~ cold storage plant at Port Conclusion. Ten years ago the old "Port Adm." lay on the beach in Etolin Bay --her hull a swimming tank for the Wrangell boys.

Emp. (Juneau Note Book 9; pp. 42) To have radar.....

8/6/1940 The Chenard--Jones tragedy at Turner Lake

7/3/1947 Capt. Henry Museth sends SOS at 17:00 on 1st. of July. Aground in mouth of Situk River 12 miles SE of Yakutat. "Consul D" standing by to assist. 8/1/1949/3 Don Gallagher, Gus Gustafson, and Ken Johnson and Bob Coughlin, begins frt service to Sitka and way ports. Recently purchased from J.V.Cole.

Post Card Album 1.

FORESTER

U.S. Forest Service.

1. Port nearly broad aft. at Taku Glacier.

Album 9.

FORESTER

American T.B.Co.
(Diesel tug)

1. Port bow, near log rafts at mill.

F

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/'47

FOREST FRIEND

PHP.1.

5-masted sailing ship

1. Port broad, sails set, at sea. (Porthole)

1614 tons

Sold to Great Britain in 1928

MORE INFO. BOOK 36; Page 16

FOREST KING

Book (29)

Wooden st. schooner
"Alice Tebb" later.

- (1) Port near broad 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 Matthew-
son Shipping Co., of Seattle. W.K. Matthewson, Pres of
the concern, said she will be operated in coastwise
lumber trade from either P. Sd. or Grays Hbr., to South-
ern Calif.

FOREST KING

Pacific Coast Wooden Steam Schooners

Lyman.

2246 tons, built at Aberdeen Wn. by the Grays Hbr. Shipbuilding Co. on a hull 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 also 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

1. No picts.
2. Pict. of her as the "Kaiulani"
3. Stbd. bow, V.G. as this card
4. Poor pict. showing rigging under port qtr. only.
5. Not too bad a stern view; at dock.

Info. Book 36 Page 16

FOREST T CROSBY

Album 9.

Crosby T.B.Co.
(Steam tug)

Later "Reliance"

1. 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 equipment for the N. Pacific Sea Prod-
ucts Co. at Port Hobron, off Cape Hinchinbrook, Sun.
the 24th in a 75 mile gale. The barge went ashore and
broke up.

FORRESTAL

Lg. U.S. Super-liner

1. VG porthole pict.

(PHP--4)

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 went into bankruptcy she was sold in 1937 to be broken up in Japan, she and the "Buffalo Bridge" and "Tashmoo", bringing \$130,000 for the three.

FORT BRAGG

Album 3.

Album 20

Wood. Steam Sch.

1. Port broad, a/s keel of capsized st. sch. "Wasp" G
2. Port bow, showing her righting capsized "Wasp".
~~#2 in Album 17.~~

3.

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/'52

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

FORT HEARNE

Hudson Bay Co. M.S.

1. Picts. and info.

pp. 13 and 19; Book 41.

1. Good view along deck from fwd.

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. sinnkng.

Book 40; pp. 66-67

W.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 are 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 engineering undertakings of Aluminum Co. of Canada.

M.D. 3/31.50

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

1. No picts.

BREAKS IN TWO. STORY IN BOOK 30. Page 51

5/13/1946/ Two halves of the "Fort Sumner" 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₊tu on May, 11th.

FORTUNA

A. S. S. Co. Liberty
ship.

1. Pict. taken by Mother in L.A. '55 (PCA-10)

Ex. "Volunteer State" Info. (NOTE BOOK No.1. pp 33-40-48)
More info. (NOTE BOOK No. 1. pp 32)

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.

FORTUNE

Oldest navy tug on
Pacific.

1. No picts.

Good info. pp1 16. Book 44.

FORTUNE HUNTER

Yukon River str.

1. No picts.

Built 1898 at St.Michael 160 tons; See "Helen Bruce"

XXX

Post Card Album (1)

FORT UNION

Concrete ship.
(Saltery)

- (1) Port qtr. aground in Ships Cove (Port Armstrong)
Port list, abandoned.

(1) Stbd. broad, in race with "O.G.Olson" (Mag. cut)

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

FOSS No 15

Album 13.

Book 29

Foss L. & T. Co
Diesel tug.

1. Stbd. broad, slow, calm Puget Sd.

VG

2. Port qtr. assisting "St. Mihiel" (Mag. cut.)

Ex "Elf"

FOSS No 16

O.N. 204749

Album 13.
Album 11.

Foss L. & T. Co.
Diesel tug.

Ex "Olympian"

1.
2.

Port broad, speed, Puget Sd. city.

Port bow; with "Reliance" and "Edith Foss" Race. VG

Ex "Olympian"

Built 1907 at Tacoma, Wn. Passed to Olson Tug Co.
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"

Album 12.

Book 32.

FOSS 18

Album 8.

Foss L. & T. Co.

Album 13.

1. Port, broad, speed, Seattle waterfront as ATS 18.
2. Port, broad, towing in Canal as Foss tug. #18. VG
3. Stbd. broad, speed, Elliot Bay. VG
4. Port broad, slow in stream.
5. Portx broad, speed. (Mag. cut)
6. Pict. and info. (Book 43; pp 54)
7. Pict. towing sections of Lake Wn. bridge. BOOK 31;p36-7

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 escorting to the Lake. She was raised a few days later and taken to the Barbee shipyards 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.

XXX

Book 32

FOSS No 19

Album 13.

P.C.A. 5.

Foss L. & T. Co.

Album 16.

Desiel tug.

P.C.A. 4.

1. Stbd. broad, slow, near low pier and buildings. VG
2. Stbd. bow, ashore, stbd. list, near logs.
Also same picture printed backwards. Album 16.
3. Stbd. broad, towing oil barge astern, Stikine Str.
4. Port broad astern of "Explorer" on N.C.Co. ways.
5. Port broad close, on N.C.Co. ways.
6. Stbd. broad, (Mag. cut)

Ex "Wigwam"

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"

FOSS No 21

Album 13.

Foss L. & T. Co.
Diesel tug.

1. Stbd. broad, speed, Seattle waterfront. VG

Ex. "Fearless"

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. waters
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
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

Lg. Moulded barge.

1. Stbd. bow in Gov't. Locks. Seattle (magazine cut)

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

FOSS 120

P.C.A. 4

Converted crane-
barge.

Juneau Spruce Corp.

- 1 Three views of load that "Santrina" towed to Prince Rupert April 1948.

P.C.A. (6)

FOSS 134

Ex. Army B.C.L.

1. Stbd. broad, loaded as towed to Tacoma by Louie Baggen in Sept. 1948

FOSS 250

New barge. Lg.

11. Pict. and info.

pp. 22; Book 41.

FOUNDATION STAR

Honduran tanker

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

See story and picts. in NOTE BOOK NO. 24.

FOX

Sm. old Juneau mail-
boat.

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

Book 31

FOZ DO DOURO

Book 38

Ex "Abraham Rydenberg
4-masted bark.

1. Stbd. broad, sails, at sea. (Mag. cut)

2. As a brig.

3. PICT. Info. BOOK 44; pp 42.

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 Pkrs. 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 Ribelior Campos and flies 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"

F. P. Boats.
F. S. Frtrs.

U. S. Army.
Frt. and Pass.

- | | | | | |
|----|----|---|---------------------------------|----------|
| 1. | FP | 132 | see "Donna Lane" | Album 4. |
| 2. | FP | 28 | see "Major Ruben L. Fain" | " 8. |
| 3. | FP | 22 | see "Sunde" | " 8. |
| 4. | FP | 38 | (Twin 300 H.P. Atlas Diesels) | " 8. |
| 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 | | |

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. 11½ x 15' heavy duty Atlas Diesels direct reversing, and developing 320 h.p. each at 300 rpm's. Turn 62" Collidge propellers. and carry 11,000 gallons of fuel. Speed 12 knots at 300 r.p.m.

F.P. 35 was built by Chilman Shipys. Grays Hbr.

F.P. 34 was built by Petrich at Tacoma

F.P. 80 was ex. Maj. Jos. R. Wessley (Unimak)

F.P.---30

A.T.S. (2nd one)
launched)

1. V.G. picts. and story of work Attu to Shemya
(P.WB. June 1957 pp 18)

1. Stbd. bow at Seattle Port pier with many other boats.
(Mag. cut)

USAT twin Atlas.
engines.

1. Stbd., broad, speed, (Mag. cut)
2. Same as above (Page 49)

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 volt 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 lazaret.

Has 4 tanks with 8000 gallons fuel capacity.

Book 32
Album 11

FP 40

Twin Atlas type

1. Stbd. bow, speed. (Mag. cut)
2. Stbd. broad, speed, Seattle Hbr.

P.C.A. 4

"Mount Edgecomb"

1. Stbd. broad, at New Navy dock, Sitka.

Book 32

FP 47

Twin Atlas type.

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

Book 32

F.P. 135

Steel FP (343 class)

1. Stbd. near broad, still in stream. (Mag. cut)

170' G.M. powered.

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 No.

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.

Capt. Lepalluto's yacht.

FRANCIS ALICE

Schooner
Gold Rush

1.

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.

FRANCIS CROSBY

Old Ketch. tug.

1920

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

No. 120747

Sm. old P. Sd. Frt.

and pass. Halibut etc.

1. No pict.

ALASKAN (Sitka) 8/31/'95 arr. Afognak July 28th with hull
of wrecked sch. "Walter A Earle" in tow. Righted the cap-
sized hull and found 15 decomposed bodies in the hull.

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

In 1895 (Sept. 2) she found the drifting hull (capsized) of the schooner "Walter A. Earle" off Marmot Island. ALASKAN (Sitka) 3/23/'95 of North American Comm. Co. Capt. Thomas, commanding arr. Sitka on 21st. from the Westward. See card on "Killisnoo" for an anecdote.

FRANCES E

Cannery tender.

1. AT Ketchikan 1956

(PCA-10)

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 hull and engines. Had oil tight
bulkheads to carry either lumber or bulk oil, and in 1917
was bought by the Freeport Sulphur Trans. Co. of N.Y. 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

1606 tons carrying 1500-M ft. of lumber was 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 Hicks-Hauptman Trans Co. She foundered off the Ore. Coast Sept. 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 Bar---capsized during a storm. Had big deck-load of lumber. She was a steel st. sch. built 1903 at Newport News, Va. 241' long. Owned by the Chas. McCormick Co. of S.F. Capt. C. Morro, 57 pass. and crew all lost. Two survivors---Alex Farrell of Sacramento and Geo. Pullman of Winnipeg, Canada.

See Envelope in Lg. G.S.File under WOODEN STEAM SCHOONERS
More in Lg. G.S.File under SHIPWRECKS (Old)

FRANCIS PALMER

Old Bark
Sitka 1869

Arr. Sitka from S.F. 4/20/69 Capt. Chas. Sutton.

FRANCIS STEELE

Old schooner

Sitka--1868

Departed Sitka 3/5/'68 for Michaelovski; Capt. E.E. Smith,
commanding; 79.55 tons burthen.

PHP. 2.

FRANCISVILLE

Norwegian M.S.
Klaveness Lines.

1. Stbd. broad, speed. (Porthole)

History in 1947 DIARY Page Feb. 16.

XXX

FRANK BUCK

Album ~~18~~. 20

Associated Oil tanker

Album 18.

1. Stbd. broad, nearly up-right, propellor showing but bow half gone.
2. Stbd. qt^r. same as above bow half gone completely. See Album 18.

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 still 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.

Originally 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

FRANKIE

Album 23.

Sm. old tug.

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

FRANK M WARREN

Col. River tug.

1. Info.

Book 40; pp. 49

FRED BAXTER

Steam schooner

1. No picts.

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.

FREDRICK F

Elmer Lindstrom's troller

1. Stbd. broad, at No. 2 float Juneau Boat Harbor.

FREJ

Swedish motorship

1. No piets.

Story of burning Book 35 Page 32

FREMONT

Old Barkentine

1. V.G. pict. and info. pp. 296 Vol. 1. No. 3. Am. Mer.

FRESNO

No. 120125
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 Tyee by the tug "Prosper" Has 2500 tons frt. for the whaling station.

D.A.Disp. 4/15/1910 says she was towed to Tyee 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 Tyee by the Tyee Whaling Co.

FRIDAY

Windjammer
British Navy.

1. No picts. (See story on reverse side.)

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 scheduled 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

FRONTIERSMAN

Yukon River str.

1. No picts.

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

1. Stbd. bow at Army dock.
2. Stbd. bow at Army dock, closer.

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

1. Stbd. bow at Engr. dock. Jan. 1949
2. Stbd. near broad same place. "
3. Stbd. broad (same place) " "
4. Set of 6 picts. dry-docking and on Dry-dock. Juneau

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

1. Stbd. broad, still in stream, Seattle.
2. Good mag. cut, half breadth plan from P.M.B. 7/'43

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 booms
that lift $3\frac{1}{2}$ tons each. Anchor windlass is 25 h.p.
electric unit and she also has a single $3\frac{1}{2}$ ton boom aft
served by an electric towing and cargo combination winch.

12/17/1947 Hit rocks near Herbert Island in a storm.
Bounced clear and ran to Lea of Seguen Islands. 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.

- ①. Port near broad at Engr. Dock. Dec. 20, 194⁸₉
- ②. Port broad same place same time.

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

Left Juneau, Dec. 13, 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 Coast 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 cargo 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 negligible.

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

Lyman

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 steam
plant and replaced it with a Liberty motor. She was op-
erated of the coast of lower Calif. turning sea lions in-
to 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.

F.S. REDFIELD

No. 120704
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"

1. Port bow, handled by "Andrew Foss."

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.

FULTON

Old freighter
(BORDERLINE TRANS.)

1. No picts.

See Info. Book 36; Page 15

FURY STRAITS

'54 unit of Straits
Towing Co. Van. B.C
Ex. "Rosario Straits"

Picts. and info. pp. 13, P.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.)

F.W.S. (New vessel)

1. Half-breadth plan and info. Sept. '51 PMB page 31