

**Alaska State Library
Historical Collections**

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

General Marine Files

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1. Port near broad, slow in stream. (Mag. cut) VG
2. Port bow at dock. (Book 33; page 27)
3. Chartered by A.S.S.Co. Book 42; pp 14.

M.D. 6/18/55 Transferred to Korean Govt. under Mutual Security Act. of 1954. She is first vessel purchased by the Foreign Operations Admin. for transfer to Korea.

3. Info. (Book 43; pp. 31)

Maximum length of cargo that can be stowed in her No. 2. hold is 108'; and for the deck is 160' Each trip she has taken in addition to 12 loci's and 12 tenders, 700 tons of general cargo and a deckload consisting of three barges 241' long---bow and stern sections intact and center section knocked down! Also engines etc.

Loci's are 48'6" x 10' x 15' and weigh 107 tons!

Tenders are 30' x 10' x 14' and weigh 30 tons each!

B^arges: Bow weighs 36 tons; stern 86 tons and comprise only 91' of total length. 150' knocked down!

Owned by the American Eastern Corp. of N.Y. and converted about a year ago (Oct. '48) to carry locomotives to Europe. Can carry 18 loci's. and 18 tenders.

Work of conversion done by Bethlehem Steel. Her two hatches now, were originally 3 hatches. No. 1. is 65'3" x 23' and No. 2 hatch is 91'6" x 23' The tarp on No. 2 is the biggest canvas ever made; measuring 104' x 29.2' No. 1. would have been largest it is 72' x 29.2'

Heavy lift gear on center stick was designed for 110 long tons and with an overload test of 137.5 tons and pivots to handle both hatches, swinging thru and arc of 225 degrees. Winches mounted 'tween decks under mast were furnished by Almon A. Johnson, Inc. and are basically 238 Johnson Series steam towing machines modified for electric drive. Each winch has drum capacity of 900' of $1\frac{1}{2}$ " wire rope and equipped with 50 h.p. motor. Control is full magnetic type, located on operators platform on main deck. 338' 8.4" (o.a.) 320' (b.p.) 50' beam; Depth 29' Draft loaded 19'8" Speed 12 knots 6930 displacement tons loaded. Powered with Model TSM-216, 2 cycle, 6 cyl. trunk piston Nordberg diesel 1700 b.h.p. at 180 r.p.m. $21\frac{1}{2}$ bore x 29" stroke.

GAINSBOROUGH

Old iron sailing ship
Later "Diamond Head"

1. Picts as the "Diamond Head"
2. Stbd. broad, at mooring buoy. Book #34 page 11.

For information see card on "Diamond Head"

GALENA

A. S. S. Co. (knot ship)

1. VG porthole pict.

(PHP--4)

Formerly "Levers Bend"

(NOTE BOOK No. 1. pp 27)

XXX

Album  .

20.

GALINA

Four-masted schooner.

①.

Stbd. nearly broad, sitting up-right on level beach. Choppy seas beating up to her.

11/17/1906 Fairbanks Weekly Times says the Br. bark
"Galena" had been beating off the Columbia River bar
for 12 days and finally lost the battle with the seas
and came ashore on Clatsop Spit to become a total loss.
Capt. Howell and crew all saved.

GALILEE

~~Old U.S. Survey ship~~

1. No. picts. Aug. 1950

M.D. Jan. 21, 1950 in article on Gus Anderson, retired mariner. Says he shipped in her in 1909 and the vessel surveyed Midway Id, the South Seas and Alaska.

GALLOPING GOOSE

H. Messerschmidt's.

1. Two picts of her burning at Rock dump float in '31
when Daddy Lloyd had her. (First Album)

GAMBIER

P.C.A. 4.

Cannery tender

1. Stbd. broad, at float in Juneau boat harbor.

GAME COCK

Old Astoria-Alaska
Stern-wheel. 1898

1. No picts.

She and her sister str. the "Stag Hound" both identical ships 125' long and grossing about 100 tons were loaded with supplies on the Columbia River and left Astoria for Alaska under escort of the collier "Elihu Thompson" No sooner had they crossed out over the Columbia River Bar when they both began making water. Turned back and got into Astoria in a completely demoralized condition. All that kept them afloat was the extensive supply of cordwood stowed in the hull, for the trip North.

GARCIA

Pacific Sealing Ships

American schooner

116.69 gross; 110.87 net; 94' x 25' x 7' O.N. 85733.
Built at S.F. in 1882 by Matthew Turner. Listed with the
fleet in 1892 but her catch is not give. Lost at Cape
Mears, Oregon Dec. 12, 1893.

GARDNER CITY

3-masted barkentine
later "Kitsap" (scho.)

1. Pict. as "GARDINER CITY" in $8\frac{1}{2}$ " x 11" file

Later (1918) changed into a 4-masted schooner and renamed
"KITSAP" Sunk in collision with SS "Waialele" in Kauai
Channel, Hawaii, Mar. 21, 1919, without loss of life.

GARDNER

Sm River steamer
Chilkat--1901

6/27/1901 she was burned during previous night at the Chilkat cannery, presumably by Indians. Was a small, shallow draft str. and it was believed that she was not fast enough to work the Chilkat River.

GARLAND

P.C.Album ①.

Heinie Bergers "FS"

Ex FS 248

- ①. Stbd. broad, at Northern Mach. Wks. Ketchikan.
- ②. Stbd. broad, close-up of same pict.
3. Good pict. and info. page. 13, P.W.B. Apr. '53

148' F.S.

Built at Bellingham in 1944 and documented at Ketchikan
Aug. 29, 1946.

532 gross; 318 Net. 875 h.p. F.M. Diesel.

Additional information on back of card for F.S. 245.

June 19, 1948 M.D. says owners have decided to put her
up for sale.

June, 4, 1949 M.D. says she is being commissioned by the
Berger Trans. Co. to go on the Seward-Aleutian-Western
Alaska run formerly held by the "Dora" "Starr" and
"Fern"

MORE INFO. BOOK 36; Page 66

Union troubles Book 35; Page 26

More info. Book 37 Page 58

Pict. and some info. Book 42; pp. 9

9/5/1946/3 Heintze Berger's "Garland", Capt. Thor Hofstad
ex FS-248 arrives in Juneau today.
5/27/1948 Being picketed; will be sold; 523 ton ship of
Berger Trans. Co. Tied up by S.U.P. at Seattle.
3/30/1949/4 Wins Aleutian Island mail contract.

No. 86094

GARLAND

Book 29

Sm. old Sd. Pass.

1. Stbd. broad, still, Seattle Hbr. (Magazine cut)

7/11/1903 as a unit of the P. Sd. Nav. Co. she was to come to Juneau and go on the Juneau-Sitka mail run according to Agent, Henry Shatuck of the A.S.S.Co. (I do not believe however, that she ever came up on the run.)

Built 1890 at Port Townsend, Wn. 166 gross; 88 net;
97.2' x 18.7' x 7.1' 13 man crew; 160 h.p.

GARONNE

No. 86504

Some kind of old Gold Rush
Steamer.

1. No pict. See photo in PCA 158

See article "The Beautiful Garonne of 1871", by
Hoyd M. Stadium. In Sea Chest, June 1982 p. 131-139. illus

Old Juneau paper says she arrived in Seattle from Nome,
Oct. 24, 1904.

Mentioned by Archie Shields in a publication written by
him in 1950 and presented to the A.T.Museum.

9/14/98 paper says 'new and palatial steamer "Garonne"
was due to arrive in Juneau on Sept. 15, 1898 and would
continue on the route as long as business permitted.
(Probably a Canadian str.)

Built 1871 at Port Glasgow, Scotland. 3945 gross; 2319 net
371' x 41.4' x 20.4' 98 crew; 4000 h.p.

Left 9/21/1901 from Port Townsend and had to put back when
about 500 miles out from Cape Flattery. Had leaky boilers.
Capt. Alwen, commanding.

GARY FOSS

ex A.J.M.Co. "Trojan"

1. VG pict. as "Gary Foss" (W.W.Album No. 13.)

Book 31

GASPAR

Portuguese fishing sch.

1. Set of four newspaper cuts from N.Y. Times showing her sinking at sea.

GAZELLE

Book (29)

Old Sd. ferry.

- (1). Stbd. broad. speed. good. (Magazine cut)

History in 1947 DIARY Page Feb. 8.

Pioneer Lake Washington Steamboat built in 1898

G.C.LINDAUER

Pacific Coast Wooden Steam Schooners

Lyman

453 tons; built at Aberdeen Wn. 1901 by John Lindstrom

Carried 500-M ft. lumber and had 400 h.p. compound engine from Fulton Iron Wks.

Among her early owners was Wilson Bros. of S.F.

In 1917 she passed to Fred D. Parr and in 1919 she went to Pacific Mill & Timber Co. and in 1922 to A.F. Mahony, all of S.F.

She was wrecked at the mouth of the Umpqua River May 16, 1924

Empire: 11/18/1920 The steam sch. "Lindauer" went ashore near Albion, Mendocino County, Calif. yesterday, and is a total loss. Her crew has been saved

Emp. 5/17/1924 "G.C.Lindauer" ran aground on the Umpqua River Bar ~~and is a total loss~~ yesterday, and her back is now broken. The "Adm. Nicholson" which went to her rescue is also stuck and may become a total loss too.

GEDNEY

Album 5
Album 22.

~~Old steam sailing.~~
Survey steamer

1. Stbd. bow, at old dock. Bow sprit cut off. G.
2. Port broad in Ketchikan Hbr. as trader
3. Picts. and V.G. info. (Burned) (Book 44; pp. 18-19)

Built 1875 at New York. 174.37 tons 140' x 23.8' x 6.9

Was the vessel to take the crew and passengers off the sinking "Curacao" June, 21, 1913 after the latter ship had backed off the rock which now bears her name.

MORE INFO. BOOK 36; Page 19

9/18/'06 she was a U.S. Survey str. working the West side of Chichagoff Island.

3/16/'89 ALASKAN (Sitka) says she, commanded by Capt. J.M. Helm is coming around the Horn from the Atlantic coast and will be used in Alaska waters.

D.A. Disp. 10/18/1911 Was at Juneau commanded by Capt. Dedrickson.

9/11/1913 She was charting Glacier Bay.

PHP-22

GENERAL BANNING

Cod-fish schooner

1. Port near broad, sails set; calm. (Porthole)

GENERAL CANBY

Sm. old str.
Kodiak 1896

ALASKAN (Sitka) 7/18/'96 mentions str. "Gen. Canby" there
at Kodiak.

GEN. CHAS. R. KRAUTHOFF

Album 8.

Lg. Army tug.

1.

Port, broad, still in Seattle Hbr.

VG

GENERAL GRANT

Br. full-rigged ship
1866

1. Some info. about her disappearance Envelope 16

GEN. GOERGE BIDDLE

Hopper dredge.

U.S.E.D.

1. Stbd. bow. in river. (Book 33; p. 21.)

GENERAL HARNEY

Old Am. Sch.

Sitka--1867

Departed Sitka 1/20/'69 for S.F.; Capt. Marquis Levi,
commanding; 55.93 tons burthen.

Arr. Sitka 12/26/'69 from S.F. Capt. M. Leon

Changed registry from S.F. to Sitka 4/10/69;

At Sitka Sept. 1869 Capt. Marquis Levi. 82.55 tons.

GENERAL H.B.FREEMAN

Large ATS transport.

1. Stbd. broad, slow, Seattle Hbr.
2. Stbd. broad, tug pushing bow. (Mag. cut)

Named for Brig. Gen Henry Blanchard Freeman 1855.

C-4 type vessel built by Kaiser Co. Inc. at Richmond,
Calif. early in 1945 523' x 72' 13,000 tons

Book 33

GENERAL H. B. FREEMAN

Former Perser

1. Stbd. broad, slow. (Mag. cut)

M.D. 7/28/56---Contracts for repairs to "Freeman" and tanker "Mission San Luis Obispo" were awarded this week.

Todd Shipyard Corp. submitted low bid of \$62,525. for repairs to "Gen. H.B.Freeman" ---to take two weeks.

P. Sd. B. & Dredge awarded contract to repair "Mission San Luis Obispo" for \$24,886. to take five days.

The tanker rammed the troop transport. "Freeman" was inbound for Tacoma from Alaska with 545 Army enlisted men and 16 officers and 52 dependents. She had to dock at Seattle. No one injured. Both ships owned by MSTs. Collision spoiled a civic celebration, which city of Tacoma had planned for returning 71st Infantry Division transferring from Alaska to Fort Lewis.

Capt. Robert T. Fulton, Master of the "Freeman" said the transport was 'dead' in the water at time of collision. Capt. J.B.Porter of the tanker, refused to discuss the accident. Capt. Fulton said he picked up the tanker on his radar betseen 5 and 6 miles away. Says she was less than one qtr. mile away when he saw her thru' heavy fog. Many pass on the "Freeman" slept through the accident.

GENERAL H.M.BLACK

USAT Transport.

1958--

PICT.

BOOK 33; pp 22

GENERAL HUBBARD

Pacific Coast Wooden Steam Schooners

Lyman

412 tons; built at Philadelphia in 1907 for the Hammond Lumber Co. of S.F. although registered in N.Y. Measured 130' x 27.5' x 16 and was out of registry in 1911.

She had a sister ship called the "Gwalia" a New England collier

GENERAL HUBBARD

Steel Steam Schooners of the Pacific Coast.

Lyman

2183 tons, carrying 1600-M ft., launched from Craig yards at Long Beach, Dec. 3, 1910.

Powered with 1250 h.p. triple expansion steam.

Owned entire career by the Hammond Lmbr. Co. who registered her out of N.Y. In Aug. 1916 they sold her for \$495,000 to Norwegian owners, and she was afloat in 1925 as the SAGATIND OF Drammen, Norway.

GENERAL JEFF C. DAVIS (USAT)

Yukon Wetass.

VG. Pict. (mag. cut) in Yukon River ice---pushed up on bank
See file card on JEFF C.DAVIS

GENERAL JOHN BIDDLE

New U.S.E.D. hopper
dredge

1. Stbd. bow, still in stream. (Mag. cut) BOOK 33;p21

Recently arrived in Portland, Ore. Built at cost of four and a half million she replaces the dredges "Dan C Kingman" and "Col. P.S. Michie" which are to be laid up in Lake Wash. She is a turbo-electric dredge 351' long and 81' beam and is powered by two 3000 h.p. engines. Named for Maj. Gen. John Biddle, supt. of U.S. Military Academy from 1916 to 1917 M.D. 12/30/50

GENERAL JOHN POPE

U.S.Navy transport.

1. Pict. and info.

Book 41; pp. 31

No. 85955

GENERAL McPHERSON

Old Nome str. sch.

1. No picts.

Built 1867 at S.F. Calif. for Fed. Government. (Q.M.D.)
100 gross and 70 net tons.
89,5' x 21' x 7.6'

General McPherson

(a) steamer (b) schooner

In 1885 listed in Merchant Vessels of U.S. as belonging to Quartermaster Dept., USA, propeller, 104.23 tons, built or purchased Sept. 1, 1867, used on San Francisco Bay.

John Lyman says she was built at San Francisco, sold by the Army in 1887 to owners in San Diego who converted her to a schooner in 1895. She was owned in Seattle in 1900 and disappeared from the register shortly thereafter.

In 1899 she was at Kotzebue Sound, bound for Nome with a large number of miners aboard. She was seized by the Bear and her captain, J. B. Neilson, arrested for having taken the vessel out the previous fall without permission of the owners. Lt. Ballinger was put aboard and took the schooner to St. Michael and turned her over to the court there. She was principally owned by D. H. Smith, deputy U. S. Marshal at Nome. (Reports of Revenue Cutter Service)

GENERAL MIFFLIN

Album 5.

Sm. Pass. Frt. Mail.

Later "Kenai"

G.

1. Stbd. broad, speed.

130' long and had been constructed at San Francisco 1904 as a U.S. Army fort tender. Sometime prior to 1933 she passed to Carey-Davis Tug & Barge Co. (P. Sd. T & B) then in Oct. 1933 was sold to the A.S.S. Co. Was to be rebuilt and equipped as a steam tug.

She has been operated in Seattle for many years in the service of the U.S. Qtr. Mr. Corps. As the first tug owned by the A.S.S. Co. the vessel will perform auxiliary duty on P. Sd. and in Alaska waters. (M.D. 10/10/53-20 yrs ago)

GENERAL MILES

See "Bellingham"

1. No picts of the "Bellingham" as the "Gen. Miles"
as she was originally named.

P.H.P. ②
Book 52

GENERAL M.M.PATRICK

Large ATS vessel.

- ①. Stbd. near broad, slow. (Mag. cut)
- ②. Stbd. broad, speed, from the air (Porthole)
3. Stbd. bow, slow. (Mag. cut.)
- 4.

Originall designed as a freighter by the American
Hawaiian Lines dueing the recent war, plans were turned
over to the Kaiser Co. Inc and she was launched at
Richmond, Calif. June 21, 1944 (C-4 type)

523' x 72' and 13,000 tons.

GENERAL SHERMAN

Old Gt. Lakes str.

1. No picts.

Info. Book 36; Page 70

GENERAL SIGLIN

Old schooner
Kodiak 1897

ALASKAN (Sitka) 5/8/'97 says fears felt for her safety. She left S.F. Mar. 13th in stormy weather for Wood Id. (Kodiak) and was not reported. The Sch. "Kodiak" which left 3 days later, followed virtually the same course she should have taken and did not sight her. She was owned by the North American Commercial Co.

NOTE: This vessel and the sch. "Gen. Signal" may be one and the same---one or the other being mis-spelled.

ALASKAN (Sitka) 5/22/'97 says she was sighted on the beach with her bulwarks stove in, masts gone, boats gone and a body lashed to the davits, by the sealing sch. "Willard Ainsworth" which arrived at Sitka today. Her position was about 110 miles North of the Queen Charlotte Ids or about at Capt Lynch on Pr. of Wales Id. Owing to the heavy sea running they could not board her. The "Corwin" left Sitka and returned 6/12/'97 towing the derelict hull. All lost.

GENERAL SIGNAL

Old Alaska Schooner

"General Siglin"

1. No pict.

Some info. in 1947 DIARY Page Jan. 21.

NOTE: There was a "General Siglin" owned by North American Comm. Co. ---a schooner too---that left S.F. Mar. 13 1897 for Wood Id. (Kodiak) and according to ALASKAN (Sitka) 5/8/'97 had not reached there. The sch. "Kodiak" left S.F. three days later, encountered storms all the way up, followed in her same path or path she would normally have taken, yet saw no sign of her.

Check to see if these are one and the same vessel.

Doug. Id. News 5/9/1900 says she was repaired after her dereliction and is now taking an expedition to Cook Inlet.

Book 31.
Album 26

GENERAL SLOCUM

N.Y. Sidewheel str.

1. Broad, sunk, and burning. (Mag. cut)
 2. Stbd. broad, slow, crowd on decks. Taken in 1891
 3. After view, sunk after fire. Taken in June, 23, 1904
4. V.G. account of fire STEAMBOAT BILL Mar. 1955
5. VG. picts. story. ARGOSY June 1958 pp 50.

Capt. Gets 10 years in jail. (NOTE BOOK 27; pp 113)

GEN. W. A. MANN

M.S.T.S. transport.

Info. only

(Book 43; pp. 27)

GEN. W. C. GORGAS

VG.

Album 4.

Libby's

Book 29

Lg. Cannery ship.

1. Port, broad, slow, near Magnolia Bluff as Libby ship.
2. Port broad, tug assisting. (Mag. cut)

Some info. Book 36; Page 38

M.D. 4/21/1956 (20 yrs. ago) Capt. Michael M. Jensen will
command her for Libby's this season.

Book 33.

GEN. W. M. BLACK

Lg. MSTs troop-trans.

1. Stern view from above; in Portland Hbr. slow. (Mag.cut

522' long.

Underwent conversion and repair to the tune of \$1,435,000.
at Willamette Iron and Steel Co. plant in fall of 1951

M.D. Oct. 27, '51

GENT

No. 206676
Old Juneau-Douglas
Ferry str.

SEE INFO. ON CARD ON JUNEAU FERRIES.

Built 1909 at Douglas. 15 gross; 10 net; 47.6' x 12.5'
x 4.7' Powered with a 40 h.p.---

1. Port bow, close, good pict. (Mag. cut) Page 35
2. Pushing 492' D.D. up River. (Mag. cut) (Book 33; p.30)
3. May be same pict. as No. 1 above.
4. Pict. and info. pp.14; P.W.B. May, 1954
5. VG pict. in ice. (PWB Mar. 1957; pp 15)
6. VG. towing on Col. (PCA-10)

Western Trans. Co's. new 3600 h.p. river tug---sister ship to the "Peter W" She was built from the hull of an LSM 143' long. Work of conversion done by Albina Eng. & Mach. Wks. Was to be named "Repeat" being sister to "Peter W" but changed and named for long-time employee of the Co. who retired from work last Aug. after 42 years of service as a shipwright.

M.D. 10/14/50

GEORGE CURTIS

Old bark; owned by
Libby's in 1918

1. Picture of her in PACIFIC FISHERMAN (annual) Jan. '22
2. Good pict., ice-bound in Bristol Bay in 1918 (See page 8---Alaska Sportsman April 1952)
3. Stbd. broad. pp 12 Dec. 1953 Alaska Sportsman. also story and picts. of Bristol Bay area., deck scenes etc.

She was in Bristol Bay for the Libby McNeill & Libby
cannery interests in 1918 (May)

Book 33.

GEO. E. BILLINGS

5-masted schooner

1. Deck view looking aft; at launching in 1903. (Mag.cut)

Album 14
Book 29
Album 26

GEORGE E STARR

No. 85610

Gold Rush side-wheel
Pass str.

1. Stbd. broad, at old dock. Longboats a/s
2. Stbd. broad, backing away. (Magazine cut)
3. Stbd. broad at old Seattle pier. (Lewis & Dryden)

Built 1879 at Seattle, Wn. 472 gross 366 net; 372 h.p.
148.2' x 28' x 8.7'

GEORGE JR.

Juneau mailboat.

- Emp. 1/31/1925/6 "George Jr" is a week overdue from her Petersburg mail run. No fears felt. She is a staunch Emp. craft and in good command. Left Petersburg last Friday, Jan 24th for Kake.
- Emp. 2/2/1925/2 "Ida II", Capt. John Pademeister leaves to search every bay for the "Geo. Jr." Postmaster Chas. Carter says she left Petersburg at 15:00 on Jan. 23, for Juneau via Kake.
- Emp. 2/3/1925/8 "George Jr." last seen in Taku Hbr. Jan. 25th (Sun) Capt. Nick Bystrom, Mate Ed. R. Lee, an unnamed cook-deckhand and one passenger, R.R. Brown of Juneau, and an engineer with the A.E.L. & P. Co. The "Portlock", Capt. Magnus Hanson has left to search further. Brown was returning from Petersburg where he had inspected the new light plant there.
- Emp. 2/4/1925/8 "Portlock" finds no trace of missing boat. "Ranger V" Capt. Geo Peterson joins search. "Hazel H" of Petersburg searching from that port. "Ida II" still searching whole run. Capt. Fred Oliver of the U.S.

Bureau of Fisheries boat "Murre" says the "Geo. Jr." was heavily iced when she left Cape Fanshaw on the 23rd. The watchman at Taku cannery says Capt Bystrom was just planning to go out to 'take a look' at the Taku and if it was too rough was coming back to the cannery.

Emp. 2/6/1925 Bodies of three of the men on the "Geo. Jr." found caked in ice about 1 mile North of Station Pt. down South Island way on Admiralty Island. Bodies of Bystrom, Ed. Lee and John Loseth. All brought to town on the vessel "Sun Wing", Capt. Harry Larson at 18:10 last night. The bodies of Bystrom and Lee were found by Paul Jensen and Tony Hildre of the "Sun Wing". The body of Loseth found by Ranger Mackechnie of the "Ranger IV" Pete Hildre of the "Margaret T" also searching the area picked up a life boat from the ill-fated vessel on the S.E. shore of Grand Island (full acct. and theories etc.)

Emp. 2/7/1925 Body believed to be Ed Lee, is identified as R.R.Brown. Lee's body not found. Geo. Ramstead left on the "Ranier" to look further.

Emp. 2/7/1925/6 "Gypsy", Capt. Carl Swanson returns from Speel River area--no trace, etc. He is a member of the J.F.Dept. and had been sent out by them. Says W.P.Lass

(2)

GEORGE JR.

was injured while skiing.

Emp. 2/9/1925/8 Body of Lee still not found. Brown family left on str. For B.C. (Vancouver) to bury Brown.

Emp. 2/11/1925/8 Moose and Firemen escort body of Brown to the dock. (Brown, not Swanson, was a member of the J.F.D.)

Emp. 1/31/1927/8 Name plate of "George Jr." found drifting in Fredrick Sound by Abe Hansen and the "Daring" in excellent condition.....

XXX

Album ■. 17.

GEO. L. OLSON

Wooden Steam Schooner.

1. Port, qtr. port list near bell buoy; decks awash.
Taken when she wrecked on Coos Bay bar June 1944

GEORGE MCGREGOR

ex ATS beer-barrel

1. No picts.

Capsized in storm while running light from Bamerton, B.C. to Victoria. 17 year old deckhand, G. Anderson was only survivor. A. Matthews (cook) and Wm. Hunter (Mate) went down in her. Others made it to overturned life-boat. A. Johansen (Chief) and Harvey Reader (deck) were in bed and were nearly naked in water. Capt. John Mason held Chief until he could no longer do so and Chief went down. Then Mason dropped off, soon the other seaman went and finally the second Eng. Leo Dobinson also went. The ~~Rid~~ hung on until his cries were heard from the beach and the overturned lifeboat drifted in close enough to shore to allow him to make it. M.D. 12/10/49

Book 32

GEO. M. BROWN

ATS ST 242

Album 8.

Album 11.

1. Stbd. nearly broad, speed as U.S.A.T. ST 242
2. Port, bow, in collision with "James Craig" on
Siletz Bar. VG
3. Being re-engined at Port dry-dock, Seattle. (Mag. cut

ex "Geo. F. Vosburg"

Built 1900 at Portland, Ore for the Columbia Tug Boat Co.
as the Geo. R. Vosberg" Had 360 h.p. steam then a 280
F.M. and in 1943 the A.T.S. spent plenty on her and put
the 450 Enterprise from the old "Boxer" into her.
95 gross; 48 net; 75.5' x 20' x 8.7'

Another account lists her tonnage as 106 gross; 66 net;
and says she was built for the Nehalem Trans. Co. and
towed for the mill at Wheeler, Ore. as well as doing some
coastwise towing. In 1925 she passed to Portland interests
and was repowered with a 280 F.M. and renamed "Geo. M. Brown"
Registered by ATS in 1942 and a 450 Enterprise diesel
was installed.

GEORGE S. WRIGHT

Side-wheel steamer

1. No picts.

History in Book 35; Page 43

Departed Sitka 7/19/'68 for Astoria via Nanaimo, B.C.

Capt. Henry Langdon, Commanding.

Capt. Henry Langdon, she arrived Sitka from Portland on

3/10/69 214.94 tons.

XXX

GEORGE T

Album 9.

Album 16

(Diesel tug)
See "Defiance"

1. Stbd. bow. slow in Lake near Lighthouse dock. VG
2. Stbd. nearly broad, ashore near oil barge.
Picture in Album 16.

Later "Defiance"

She was in Skagway 7/21/ 1902 as a steam cannery tender.

GEORGE W.

Album 10.

(Diesel tug)

1. Port broad, slow near shore, tow-line out. VG
2. Good pict. and story. Page 14. PM.B. ~~Sant~~. 1937
3. V.G. old pict. P.W.B. pp. 23. May, 1955...

Built 1889 at Portland Ore. Either by a Geo. H. Mendell
or as the "G.H.Mendell" for the U.S.Eng. Dept.
117 gross 41 net; 93.3' x 20' x 9.9'

Album 26

GEO.W ELDER

O.N. 85321

Old Gold Rush Steamship
From Lewis & Dryden.

1. Stbd. qtr. at dock in Sitka.
2. Some V.G. history on her-----Album 48; pp. 11.

SHE AND "Al-ki" picked up pass of wrecked "Corona" in
Feb. 1898 off Lewis Id (Herbert Reef) Follow up "Corona"
D.A. Disp. 5/17/1917 pp. 8; North Pac. S.S. Co. strs "Geo. W.
Elder", "Breakwater" and "F.A. Kilburn" have passed to
Thos. Crowley of Crowley Tugboat Co. of S.F. for
\$540,000.

Built 1874. 1709 tons, gross; 1224 net; at Chester.Pa.
Wrecked Jan. 21, 1905 at Rueben, Ore. Crew of 73.
250' x 38.5' x 21' Steel hull.

Mentioned in Book 36 Page 6

ALASKAN (Sitka) 6/10/'89 Operated by the P.C.S.S.Co. she arrived at Sitka with 90 pass. Capt. J.C.Hunter.

ALASKAN (Sitka) 7/10/'89 Arr. Sitka; Capt. James C.Hunter, and Chief Eng. Anthony Dorrity and had 100 pass.

ALASKAN (Sitka) 9/6/'90 says she hit a ice berg, 8/28/'90 in Icy Strait, near Bartlet Bay and was holed. Made it into Bartlett Bay with 15' water in hold and was beached for two days before hole plugged so she could proceed.

ALASKAN (Sitka) 9/20/'90 says her charter expired and the str. "Mexico" was to replace her on the Sitka Run. Capt. J.B.Patterson was to transfer over to the new str. ALASKAN (Sitka) 1/29/'98 Arr. Sitka; Capt. C.E.Hinkle J.C.M.H. 9/20/1888 she has been taken off the Alaska run and Capt. J.C.Hunter is on the "Idaho" now.

GEORGE W FENWICK

Steel Steam Schooners of the P.C.

Lyman

2009 tons built at Newport News in 1907 for the Hammond Lmbr. Co. Dimensions 277' x 43' x 17.3 and carried 2250-M ft. of lumber or 3500 tons deadweight.

Had triple-expansion engine of 1350 H.P. made by the builders.

In Nov. 1916, she was sold for \$550,000 to Norwegian owners who renamed her the "Thorbjorg"

GEO. W PRIDE, JR.

Old S.F. Bay tug.
Later "Vigilant"

1. See card and pict. on "Vigilant"

GEORGE W. SHAVER

Col River wet-ass

~~"Shaver"~~

See card on "SHAVER"

GEORGE W. WELLS

6-Masted schooner

1. Stbd. broad, sails; at sea. Page 38 SHIPS & SAILING
FOR Jan. 1951

In 1904 she collided with another six-master off Cape Cod. She escaped with light damage but was finally lost in a whole gale off Ocracoke, N.C. in 1913. All hands and passengers were saved. P. 36, S.&S. Jan. '51

See additional data. Page 64 July 1951 Ships & Sailing)

1. Stbd. broad, from air. Burning at sea. (Mag. cut.)
2. Same pict. See Book #34 page 31

See DAILY JOURNAL Nov. 7, 1951

The C.G. "North Wind" was towing her but turned her over to the tug "Barbara Foss" and escorted them until the vessel 'disappeared from the radar screens" of both vessels.

More info on fire; Book 37; page 51

P.C.A. ⑤
Book 29

PHP ②

GEORGE WASHINGTON

No. 224216

Alaska Trans Co.

PCA ⑥

1. Stbd. broad. (Mag. cut)
- ② Group of four different in P.C. Album No. 5.
- ③ Two port broad, initial Juneau arrival.
- ④ Port broad, (mag. cut)

Tiller for April 1948:

Another very well known coastal liner, the Old Dominion Line (ESSCo) steamer "G.W." has been purchased by the A.T.Co., from out of the Hudson River dead fleet. She is scheduled to be ready for her new service about May, 1,. Maritime Comm sold her for \$180,000 and refitting will cost about \$350,000 additional. Eastern S.S.Lines please note.

- ⑤ Port near broad passing in at Sheep Cr. Lt. 1948
- ⑥ Stbd. broad, still. (Porthole)
- ⑦ Port broad, Seattle skyline. Slow. V.G
8. PICT. BOOK 32; pp 59

M.D. 4/16/'49 says sale approved by Maritime Comm. 5195 tons. French agents looking her over this week.

5184 tons; built at Newport News, Va. in 1924 by the Newport News Shipbuilding and Drydock Co.

Registered length is 375.5' and her overall length is 390' Breadth of 54' and depth of 17.2'

Her steam engine develops 4750 h.p.

Formerly owned by the Eastern S.S.Lines of N.Y. and later became a N.Y.-Bermuda cruise ship under the flag of the Alcoa S.S.Co.

Conversion job at P.Sd. Bridge and Dredge Co. yards cost \$250.000.

She started on her initial trip to Alaska at 15:00 May 31 from Pier 58, Seattle.

Besides reefer space she has berths for 270 passengers.

Capt. Larry Parks, who brought her from the East Coast was in her and will continue to command her.

Net tonnage is 3167 and carries crew of 90 men.

M.D. 2/12/'49 says she was sold to the French Lines of France to be used in the West Indies Service. She will be renamed "Gasconne" and will soon be picked up by a French crew.

(2)

GEORGE WASHINGTON

Unit of A.T.Co. 1948

6/3/1948/8 VG pict. of ATCo. new SS "Geo. Washington" and story of arrival in Juneau. Capt. Larry Parks. Built 1924; 5184 tons; Was on the N.Y. to Bermuda run under Alcoa banner. 375' x 54' . Steam turbines and makes 17 knots.

4/15/1949 Vessel was sold to French interests and will be renamed the "Gascogne" Run between Bordeaux and Casablanca... 5195 tons, etc.

Mailboat-tug
Juneau 1906

10/30/1906 she went to Seattle for an overhaul and the Juneau str. "Rustler" was to take her place on the Sitka and Skagway mail runs. Advertised in Juneau papers by the Juneau S.S.Co.

5/6/1907 She was to go on her summer schedule---2 trips to Skagway and 1 to Sitka each week.

3/25/1907 she was anchored behind Shelter Island in a storm---did not make the Skagway run this trip.

D.A.Disp. 4/18/1910 says Capt. Ed. Thornton was to take her to Seattle for repairs and overhaul. The "Pacific" and "Rustler" were to take her runs.

D.A.Disp. 3/1/1911 Arr. from Sitka today. Was aground at Sitka for awhile but refloated without damage.

D.A.Disp. 12/13/1910 says "Georgia" had roughest trip in her history on her trip to Skagway yesterday. Made over 20 tons of ice and was top-heavy and hard to handle at Skagway.

D.A.Disp. 10/5/1911 Plans were under consideration in Seattle by the A.S.S.Co. to lengthen the Str. "Georgia" 35' A.S.S.Co. controls the Juneau S.S.Co. The " " is at present in Seattle for annual overhaul and the str. "Ella Rohlf" is handling the Sitka Mail run.

D.A.Disp. 2/2/1912 Completes 901st trip today for a total of 625,000 miles. She was built at Tacoma in 1902 and originally was to have gone on the Nome-St Michael mail pass. & frt. run. Was on the run for two years, then the Juneau Trans. Co. bought her for the Sitka run, in 1904 255 gross, 17s net, 110.2' x 22' x 9.2' Capt. Ed Thornton, Mate Chas. Carlson, Chief eng. Frank Joslin, and Fred Cliff, purser.----at this time. (1912)

D.A.Disp. "Georgia" gets away today---has been delayed by big 'Taku' storm for the past two days.

D.A.Disp. 5/20/1915 pp,2; "Georgia" may be replaced this summer by a new steel str. 175' long, 12 knots, 330 tons frt. and 70 pass. says Willia Nowell.

D.A.Disp. 10/19/1915 pp.5; The "Georgia" is to be replaced the latter part of this month by the larger and faster "City of Angeles"----she may not come back on the run at all. Rumored that A.S.S.Co. has absorbed the interest of P.C.S.S.Co. and has acquired "City of Angeles".

P.C.A. 5.

GEORGIA

86224

Album 5.

Book 29

Small Pass and Mail,
Later tug "Georgia"

Album 7.

1. Port broad, still, in stream Seattle. As she was on
Juneau, Sitka, mail run. Crowd on deck. VG.
2. Stbd. broad, at pier in Seattle as Canadian tug. G.
3. Port broad, icebergs; leaving Skagway---as passenger.
4. Port as Mailboat; Stbd. as tug. (Mag. cuts)
5. V.G. 8 x 10 with pass. from wrecked "Princess May"
coming into Juneau. (Book 43; pp. 17)

Built by Ed. Heath for Capt. A.W. Horne to be used as
a pass. boat on the Seattle-Strait run. Sold to Capt.
Bisset of Van. B.C. in 1920 for use as a wrecking steamer.
In 1904 she was on the Juneau-Sitka Mail run. 1927 sold to
Capt J.C. Brownfield and converted to a tug. Passed to
Shively in 1938 and to the Rolt-Connolly Co. of S.F. in
1939. (May) DISPATCH Apr. 12, 1910 says she hit rock
near Yucatan wreck in heavy tide. Damaged. Aided by the
Str. "Santa Cruz". Will go south for repairs.

Built 1902 at Tacoma, Wn. 255 gross 173 net 201 h.p. ^{George}
110.2' x 22' x 9.2' as passenger steamer. Later rebuilt
as a tug. 201 h.p. steam. by Ed Heath for A.W.Horne
Used ~~on the Sitka run~~ to 1904 at which time she went to
Juneau, Alaska and started on the Juneau-Sitka Mail run
on Feb. 2, 1904. Used on Nome-St Michael run for two yrs.
then came to Juneau on the Sitka run.
On Feb. 2, 1912 she had made her 901st round trip to Sitka
completing 8 yrs. on the run and covering 625,000 miles
or about 25 times around the world. Capt. Ed Thornton,
Mate, Chas. Carlson, Chief Eng. Frank Joslin, and Purser
Fred Cliff. Was owned by the Juneau Trans. Co. which
started as a struggling concern, when they acquired her.
Converted to a tug about 1930 and was used during the
"Islander" salvage operations in command of Capt. Rose.
Passed to the Canadian interests about 1934 and was pressed
into service by U.S.A.T.S. in 1941. Returned to her owners
Rolfe-Connolly Co. of S. F. and was nearly lost at Coos Bay
when she began to founder in a storm in Nov. 1943. Last
reports had her still on the beach in Coos Bay.

Sold to a Capt. Bisset in 1920 then to J.S. Brownfield
in 1924 and he converted her to a tug.

(3)

GEORGIA

Juneau Mail-boat
Steam tug; etc.

D.A.Disp. 11/3/1915 pp.4; She had her rudder damaged and was in Bridget Cove. The launch "Alice" went out to tow her to town. Two days over day from a trip to Haines and Skagway. The "St.Nicholas" Capt. J.V.Davis made her Sitka run.

D.A.Disp. 1/23/1916 "Georgia" overdue at Sitka---severe storm in Lynn Canal

D.A.Disp. 1/25/1916 "Georgia" returns to Juneau, unable to get around Pt.Retreat---has been anchored for 3 days in Auk Bay.

See Mate Steve York's 'flying saucer' on card on same.

D.A.Disp. 3/17/1916 pp.5; "Georgia" stormbound in Funte r Bay from Mon night (12th) until the 16th; N.W. gale.

D.A.Disp. 3/26/1916 pp.8; "Prince of Wales" takes run for "Georgia" while latter is undergoing overhaul.

D.A.Disp. 5/10/1916 pp.2 Str. "Georgia" may be up for sale

D.A.Disp. 11/30/1904 pp.3; Crew troubles on the "Georgia" 3 firemen strike; arrested and can tell Judge Winn their troubles. (J.Boyd, Gus Hanson, and G.W.Gustafson.)

D.A.Disp. 11/27/1905 Safe at Sitka----Ran into the worst gale in her entire history....

D.A.Disp. 5/27/1917 pp.6; Says that Capt. Tommy Moore of the Str. "Redwood" of P.A.F. which ram ed into the Std. Oil dock at Ketch. today, used to be skipper on the old Juneau mail str. "Georgia" which is now in the 'boneyard' in Seattle.

D.A.Disp. 5/30/1917 pp.4 The "Georgia" may be put back on the Juneau-Sitka mail run. Capt. Harry Crosby who recently bought her, has equipped her as a unit of his Washington Salvage Co. and is to use her to raise the sunken str. "Northland" at Kake. He may make a 'deal' with the Juneau Merchants.....

D.A.Disp. 12/1/1917 Tugs "Georgia" and "Warrior" pulled the Spokane off Idol Pt. and towed her in to BellaBella.

See card on Juneau S.S.Co.

GEORGIA

Album 5.

Small P. Sd. Pass.
ex Rev. cutter "Guard"

1. Port, broad, speed, in foggy weather.

F

Emp. 6/6/1924/6 Explosion on the sm. str. "Georgia" on the
Bremerton--Port Orchard run, killed one man and wrecked
the boat.

GEORGIE BURTON

Book 29.

Col. River Str.

1. Stbd. broad. celebration. (Magazine cut).

GEORGIE BURTON

Col. River wet-ass

1. No picts.

Good history in Book 35; Page 34

Album (26)

GEORGIE OAKES

Old Wet-ass

From Lewis & Dryden

1. Port near broad, still; on Coeur d'Alene Lake

GEORGINA ROLPH

Wooden Frtrs. of World War I.

Lyman.

2354 tons; launched in 1918 the same days as the "Bering" Also owned by the Rolph Nav. & Coal Co. and ended her days in the mud of Oakland Creek where she was scrapped about 1930.

245.3' x 45.5' x 28.3' and had a single 600 h.p. triple expansion steam engine.

GERMANIA

Album 9.

(Whaler- tug.)

1. Stbd. broad, still in stream as steam tug. G

GERRIT V. QUACKENBUSH

U.S.A.T. (med.)

11/17/1945 Wrecked near Cape Hinghinbrook, Capt. Paul
Kegel and crew safe on U.S.C.G. "Onandaga".

GERTIE STOREY

No. 86028
old steam sch.
1889

5/4/'89 ALASKAN (Sitka) says she was commanded by Capt. J.H. Killeran, was in Sitka today and is owned by and down from the cannery of the Central Alaska Canning Co. located about 20 miles from the mouth of the Copper River.

J.C.M.R. 10/3/1889 says the st. sch. "Gertie Storey", owned by the Central Alaska Canning & Milling Co. was at Bartlet Bay.

Built 1889 at S.F., Calif. 73 gross; 36 net; 68 i.h.p.
steam eng. 76.5' x 20' x 8'

GERTRUD BAKKE

Norwegian Motorship

1. Info. only

Book 41; pp. 41

GERTRUDE

Yukon River steamer

1. No picts.

Ran from Fairbanks to Innoko in 1909 in charge of a
Capt. Apoleby.

Album (26)

GERTRUDE

Old Canadian River Str.
From Lewis & Dryden.

(1.) Stbd. broad near houses on beach. (620 neg.)

GERTRUDE

No. 202111

Tay's charter boat

1. Stbd. bow at City float. (First Album)

Built 1905 at Seattle. Gross 14; Net 9
47.5' x 12.2' x 3.7' 35 h.p. Corliss gas in 1928
Registered as owned by Doc. E.H.Kaser in 1928 and
by A.R.Maeser in 1925

GERTRUDE L. THEBAUD

Gloucester schooner

1. Picts. in SHIPS & SAILING Apr. '52 Pages 27 to 31.
2. Picts. in S&S Oct. 1952 pages 22 to 26

Good accompanying story with picts. Apr. '52. S.&.S.

More info and story in Oct. S&S pages 22 to 26

More info. page 62; July 1952; S.&.S.

GERTRUDE S

No. 226343

Book 29

Book 32

Cannery tender


Sebastian-Stuart

1. Stbd. bow, speed. (Magazine cut)
2. Port broad, speed. " " "
3. Stbd. broad, speed. (mag. cut)
4. Bow view in Lake Union. (PCA-10)

Built 1927 at Gig Hbr. Wn. for Sebastian Stuart Fish Co.
59 Gross; 40 Net: 65.9' x 17' x 8' 120 h.p. F.M.Diesel

She was rebuilt with a two-story house about 1946
and repowered with a Superior Diesel. Ralph (Sonny) Lane
Art. Peterson and Harvey Davis were in her that year.

XXX

Album  (17).

GIRLIE MAHONEY

Wooden Steam Sch.

①.

Port, nearly broad, wrecked near high bluff.

②.

Stbd. " " " " " "

Built the "James H. Higgins" in Aberdeen, Wash. 1903
382 tons. Wrecked near Albion, Cal. Dec. 23, 1919.

GJERTRUD BAKKE

Norwegian
Motorship

1. Good port near broad, air view; (Porthole)

Info. on Nor. M.S.

Book 42; pp. 21.

Album 28

GJOA

Roald Amundson's Arctic
Exploration Ship

1. (No pict. 5/6/'49)
2. Very good picts. and complete history in Jan. 1952
AMERICAN NEPTUNE
3. Two picts. of her in Golden Gate Park.
4. VG article on her (S&S Summer '57 pp 46)

M.D.Apr. 2, '49 says she will be restored through money (\$25,000) appropriated through the Gjoa Foundation headed by Erik Krag, partner of the Interocean S.S.Co. The Norwegian population of S.F. has been sparked into doing something about the decaying 76 year old vessel, which has served as a tribute to the Norwegian explorer since it was hauled ashore in 1909 in the confines of Golden Gate Park.

In recent years the old vessel has all but fallen to pieces and would have had not the Norske acted.

She will be remmembered as the first vessel to traverse the fabled Northwest Passage across the ice flows in 1906. She was in charge of Raold Amundsen, colorful explorer of his day.

Story of his epic voyage in Nome News 2/13/1906 and on
page 4 of 2/27/1906
Vandalized. BOOK 45; pp 21.

GLACIER QUEEN

Alaska Cruise Lines

Ex. "Coquitlam"

Lg. G.S.File under UNION STEAMSHIP CO.

GLEANER

Yukon River steamer

1. No picts.
2. Good near broad at dock at Taku Bar, B.C. (Skagway album)
3. VG. mag. cut in Five Finger Rapids. (Lg. G.S. File under
YUKON RIVER STEAMERS
(The above is a pict. of the WHITE HORSE in the rapids.)
The pict. I have of GLEANER is a/s the bank. VG.

Built 1899 on Lake Bennett 241 tons; Was on the ways
at Carcross in 1944.

8/22/1906 she left Caribou for Atlin with dynamite.

Owned by White Pass & Yukon Co. 6/1/1901
4/18/1901 to be run by Capt. T. Richards.

GLADSTONE

No. 217987

M.B.Dahls tender.

1. Stbd. bow at city float Juneau. (First Album)

Built 1919 at Tacoma, Wn. Gross 35; Net 23
54.4' x 14.1' x 6.8' Had 55 h.p. gas in 1928 and was
owned at that time by M.B.Dahl who had the Hood Bay
cannery.

GLASSCOCK

Yukon River steamer

1. No picts.

Built 1898 at Portland, Ore. Lost on the way to Alaska

Album 11.

Book 32

GLEANER

No 205783

Album 5.

A.T.S. tug.

Album 8.

S.T. 216

"Erik Foss"

1. Port, broad a/s ship Pier 114 before transformation.

2. Port, broad in Seattle Hbr. speed. as ST. 216 VG

3. With other ships, anchored, Bristol Bay.

4. Port bow in Port D.D. Seattle, (Mag. cut)

5. Picts. and info. (1954) PWB. Oct. '54 pp. 23.

Converted to diesel; Page 25 P.W.B. May, '53
Now unit of Foss Co. Book 42; pp. 2.

Built in 1908 as the wood-burning steam tug and whaling vessel "Gleaner" and in recent years was one of the few American killer boats in the Pacific Coast whaling industry.

Taken over in the fall of 1943 by A.T.S. and rebuilt from the combings up by Olson and Wänge, Seattle. as the steam tug "S.T. 216"

Built 1908 at Bandon, Ore. 97.4' x 22.8' x 10.8'
143 gross tons 71 Net tons (?) 400 h.p.

Listed as being owned in 1925 by the Rolph Navigation & Coal Co. of 200 Calif. St. San Francisco.

Built originally as a bar tug on the Umpqua River. Went to Rolph Nav. & Coal Co. in 1918 and used on the Humboldt Bar for several years. In 1930 she passed to the Calif. Sea Products Co. and was used as a Pacific Coast whaling steamer. Used in ship towing in Bristol Bay. Requisitioned by ATS in 1942---brought up the coast from S.R. by Charlie West with as Mate. Nick Nichols took her over and designed a new housed for her which A.T.S. built at a considerable expense.

GLEANER

No. 204548
P.Sd. wet-ass

1. No picts.

Built 1907 at Stanwood, Wn. 477 gross; 279 net;
140' x 30' x 6.7' Pass. 14 crew;

GLEN

Old schooner
1906

Wrecked Sept. 30, 1906 in storm on Unimak Id. Seven men saved, a 14 year old boy was lost---beaten to death by seas---he had been lashed to the rigging---when she went ashore the crew was powerless to save him.

P.C.A. (5)

GLENDALE

PCA (6)

Carl Jensen's troller

- (1) Stbd. broad at No. 2 float in Juneau boat harbor.
- (2) Stbd. broad, speed, Juneau Hbr. May, 1950
3. Passing under J-D bridge. May, 1954 (PCA--7)

GLENDOLA

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2740 tons, completed in 1919 at the Albina yards,
Portland, for the U.S. Shipping Board.

Sold in 1921 to the Glendola S.S.Co. of N.Y.

Re-sold in 1930 to Norwegian owners, becoming the
SVEIGEN of Porsgrunn.

3800 deadweight tons: 289 x 44 x 19

1400 h.p. triple-ex. steam by Elliot Corp. Baltimore.

GLENDYOYLE

Steel Steam Schooners of the Pacific Coast

Lyman

2740 tons, completed in 1919 for U.S. Shipping Board
at Albina yards, Portland.

Sister to Glendola and engined by builders.

1921 sold to Glendoyale S.S.Co. of N.Y. and returned
1929 to west coast under ownership of Hammond Lmbr. Co.
who renamed her EUREKA

April 1940 transferred to the Transpacific S.S.Co.
under Panamanian registry.

GLENORA

Old Wet-ass on the
Stikine---1898

1. No picts.

She and the old "Skagit Chief" worked the Stikine in the late 1890's. Both were sold at Sheriff's Sale on Chief Shakes Id. (Wrangell) Oct. 6, 1898. This one went for \$3975. to Mr. S. Barber of Wrangell. By Dunsmuir & Sons.

Built 1898 at Tacoma. 542 tons; Burned at Dawson in 1902 (Lewis & Dryden list a vessel of this name built at Victoria, B.C. by an Alexander Watson, Sr. for the Stikine River gold rush around 1874---this vessel later returned to the Frazer (1876])

See interesting anecdote on back of card on "Condor"
This may be the same "Glenora" but I think not---see Lewis and Dryden)

NOTE: Mr S.Barber was purser on the "Mono" when he bid her in from Marshalls Sale.

Book 33.

GLENWOOD

Cannery tender
(P.A.F.)

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

Previously powered with a 100 h.p. F.M. diesel she was repowered in spring of 1951 with a new Buda 8 DCMR 2505 diesel which develops 240 h.p. at 900 r.p.m. Drives a 52" prop. on a 2 to 1 reduction. Cruises at $10\frac{1}{2}$

M.D. 5/19/1951

On her trials John Bourne was skipper, but when she went North Capt John Wickstrom was Master and Rudy Schieterman Engineer. Will be operated by P.A.F. at King Cove Alaska ---cannery Supt. was Carl Anderson.

GLIDE

P.Sd. pass. str.

1. No pict.

V.G. article and info. pp. 9; 1944 (BOOK 44; pp 9)

GLOOMY GUS

Yukon River str.

Sm. power life-boat
of Str. "Happy Hoolig

1. No picts.

Some kind of river craft---listed by MacBride in 1944
as having been on the River in 1898

D.A. Disp. 5/9/1905. V.G. account of the 41' x 9'
river str. (twin screw) "Happy Hooligan" and her
life-boat the "Gloomy Gus". See " " " card.

GLORIETA

~~Steel Steam Schooners of the Pacific Coast~~

Lyman

Built 1919 at Albina yards, Portland, 2740 tons:
for U.S. Shipping Board. Sister to GLENDOLA in every
respect.

Sold 1920 to Munson S.S.Co. N.Y. and renamed the
MUNISLA.

Sold by them in 1937 to Nicarauguan owners.

XXX

Album ~~20~~ 20

Album 22

Book 29

GLORY OF THE SEAS

85065

Three-masted sailing
Ship

1. Stbd. bow, sitting nearly up-right on flat beach
Calm; as she appeared converted to barge.
2. Port broad, tugs assisting; as barge.
3. Stbd. bow at dock. good. (Magazine cut)
4. Launching hull. Apr. '52 S.&Sailing. Page 37
5. V.G. pict. as floating cannery. (Book 48; pp 42)
6. Two as floating cannery in Hawk Inlet (PCA--7)

D.A.Disp. 9/26/1911 she and Ketch. dock damaged by North
western" in docking. See card on "Northwestern"
D.A.Disp. 1/18/1913 She has been sold to Kake business men
and will become a floating cold storage plant.
D.A.Disp. 4/14/1913 Capt. J. Baragwanath of Glacier Fish-
eries is in charge of the floating cold storage "Glory of
the Sea" in Idaho Inlet this season.
D.A.Disp. 6/17/1913 pp-2 Some recent history about her.

Built 1869 East Boston, Mass. 2737 gross; 2247 net. Had some trouble on May, 14, 1912 while being towed to sea by tug "Tatoosh from Ketchikan. Ran into storm in lower Sumner Straits and lost two men and two small scows. Made it to sea O.K. however.

Last of the famous clippers built by Donald McKay later reduced to a lowly barge and she was burned for the copper in her.

HISTORY IN BOOK 35; Page 21

7/3/'92 She unloaded coal at Dutch Hbr. and Unalaska; from Nanaimo, B.C. and was to return South ~~for~~ another load.

D.A?Disp. 6/5/1911 says she has been purchased by H.C. Strong of Ketchikan, owner of Str. "Northland" and will become the first floating cannery in Alaska.

D.A.Disp. 6/27/1911 says she was anchored at Hawk Inlet and has crew of 50 on board---to can salmon this season.

D.A.Disp. 8/12/1911 Floating cannery "G of S" being towed ~~to~~ Hawk Inlet to Ketchikan by Str. "Northland" parted her tow-line in Stikine Strait Mon. evening, Aug. 7th, and was nearly on rocks, before picked up.

(2)

GLORY OF THE SEAS

3-masted ship
barge, cannery, et

D.A.Disp. 7/27/1915 pp,4; Shewas andhored in Idaho Inlet and was buying halibut at 3¢ per lb. and freezing them. At this time she was a floating cold storage plant. F.G.Dewars, Manager for the Glacier Fish Co.

D.A.Disp. 10/3/1915 Towed to Seattle by the steam tug "Tyee" with a fine load of frozen salmon and halibut. Operated as a floating Cold Storage Plant by the Glacier Fish Co. of Alaska and had been anchored in Idaho Inlet this season.

D.A.Disp. 5/21/1916 pp.3 The Glacier Fish Co. floating plant, is being towed to Scow Bay from Seattle by the steam tug "Tyee" and will be permanently stationed there. (Glory of the Seas)

D.A.Disp. 7/25/1917 pp. 6; Glacier Fish Co. "Glory of the Seas" will be brought to Juneau and moored at the newly purchased Mann-James property.

D.A.Disp. 10/9/1917 To be taken over by Government on 15th of Oct. being over the 2500 tons required---she is 2727

D.A.Disp. 10/28/1917 pp.6; Exempted from service as she was not rigged...

Emp. 2/17;1922/6 Being scrapped at Tacoma for her metal
Built 1869 at Donald Mc^Aay yds in Boston, Mass.

Emp. 5/14/1923/6 "Glory of the Seas" to be burned for scrap
on the beach at South Seattle. Built 1869

INFORMATION WANTED ON HER (pp 60 and 139 NOTE BOOK No. 27)

V.G. PICTURES (Plates XV and XVI) AMERICAN NEPTUNE Apr.'59

See PICTS. & INFO. (Lg. G.S. File (lowest drawer) under her
own name.

For VG Picts. before and after, etc. see NAVAL INSTITUTES
PROCEEDINGS Oct. 1963 page. 102.

GLYMONT

Steel Steam Schooners of the Pacific Coast

Lyman

2722 tons, built 1919 at Albina yards, Portland for
U.S. Shipping Board.

Sold in 1924 to Chas Nelson Co.

Again in 1937 to Hammond Lmbr. Co. and renamed
ARCATA. Still owned by them in 1940

Sister in every respect to GLENDOLA

GLYNDON

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2722 tons, built 1919 at Albina yards, Portland,
for the U.S. Shipping Board.

1920 to Glyndon S.S.Co. of N.Y. and went out of
registry in 1924.

Sister ship in all respects to GLENDOLA

GO DEVIL

River gas boat.
1903

Finally arrived at Council City from White Mountain 6/27/
1903 with Capt. 'Joe the Packer' Patch.

GO GETTER

Tug owned by Sause Bros

1. No picts.

Believe she is powered with two 500 h.p. G.M.C.'s and towed cribs from S.E.Alaska to Whittier along with "Adak" in 1950.

Last week in Aug. 1951 she hit a sand spit in entrance to Tillamook Bay and had to be towed to Portland by the Company's other tug "Klihyam" for repairs at Floating Marine Ways.

M.D. Sept. 1, 1951

GODDARD

Yukon River str.

1. No picts.

See "A. J. Goddard"

Oct. 12, 1901 the little str. "Goddard" towing two scows ran into a severe storm about 10 miles from Lower LaBarge. Her towline parted and she fell in the trough and swamped. Capt. McDonald and two other men drowned---3 others saved.

XXX

GOLDEN BEAR

Album 16.

Med. car ferry.

1. Stbd. nearly broad, a/s pier, house wrecked.

GOLDEN BEAR

Pac. Far. E. Lines

1. Pict. and info. (Mariner class frt.) Album 43.
2. Good info. in Book 39; pp. 22 (Mistaken wreck)
3. VG pict. page 109 Aug. '56 MARINE ENGINEERING
4. VG porthole pict. (PHP--4)

GOLDEN CROWN NO. 1.

Yukon River craft

1. No picts.

Built 1902 at Whitehorse. 114 tons; Used as a dredge
on the Stewart River.

xxx

GOLDEN FOREST

Album 16.

Frt. steamer.

1. Port, broad, even keel, nose down slightly, close in to steep rocky cliffs.

Try to get picture from Whittier collection.

Built 1919 at Portland, Ore.

5658 gross; 3493 net tons. 409.8' x 54.2' x 27.7'

Owned in 1928 by the Oceanic & Oriental Nav. Co. (Del.)

2500 h.p. Oil burning steam. 33 man crew.

Wrecked in Shelikoff Strait: Sept. 5, 1929.

Previously, on July, 24, 1929 she had been driven ashore on Avatanak Island in a stiff Westerly wind. She was heading to the Orient when 2nd Officer got blood poison she sent for help and "Haida" was speeding to rescue to take off the stricken man, when she bounced off the rock, and drifted ashore. She was assisted off on the 25th by the "Haida" and escorted to Dutch Hbr. with 12' ft. of water in hold. Capt. L.C. Drewson and 35 men in crew. On the 26th the "Salvage King" left Seattle to assist her.

Resting on two sharp rocks at Cape Ilkitugitak on Kodiak Island. (M.D. Sept. 24, '49)

GOLDEN FOREST

O & O S.S.Co. Frt.

1929

7/25/1929 S.S. "Golden Forest" of the Oceanic & Oriental S.S.Co. enroute from S.F. to the Orient radioed that she is ashore on Avatanak Island in the Aleutians.

She had been steaming to a rendezvous with the C.G. "Haida" to transfer a sick man to the cutter.. Says she was forced ashore in a stiff Westerly wind. Crew in no immediate danger. "Haida" expected at scene shortly. The Freighter was commanded by Capt. L.C. Dreuson of Berkeley Calif. 7/26/1929 "Golden Forest" pulled off by "Haida" and was being towed towards Dutch Hbr. The large Canadian salvage tug "Salvage King" left Victoria to assist.

8/6/1929/7 S.S. "El Cedro" is removing cargo from the "Golden Forest" at Dutch Hbr.

8/16/1929/7 "Golden Forest" is in Akutan Hbr. and will be there about a month before she can be towed south.

9/13/1929/7 Capt Drewson and 31 crewmen of the "Golden Forest" are on the "Adm. Evans" "Salvage King" is standing by the wreck in Kukak Bay. (???)

9/19/1929 "Golden Forest" crew praises Capt. Magnus

Hansen of the "Explorer". The vessel hit on Cape Ilktug-
itak on Sept. 5, during a heavy fog. About 24 miles from
Kukak Bay. Abandoned now by "Salvage King" as a total
loss. She hit the first time on July 24th on Anatavak
Island but was able to float off and had proceeded to
Dutch Harbor where temporary repairs were made to her.
Her cargo was transferred to the "El Cedro" and she was
about 400 miles on her way back to S.F. when she hit again
on Cape Ilktugitak, to stay. The "Salvage King" has stood
by for 30 days. Capt. L.C. Drewson in command of "E. Fores

9/26/1929/7 "Golden Forest" and cargo sole as is-where is
to W.J. Erskine Co. of Kodiak for \$5000. Cased gas, oil,
roofing, tar paper, canned fruit, blankets, vegetables
and phonographs etc. "El Cedro" only took off 17 tons.

12/23/1929/2 Magnus Hansen on his "Explorer" returned to
Juneau from the wreck of the "Golden Forest" with
plunder etc. Capt. Hansen gives V.G. account of the
wreck, etc.

GOLDEN GATE

Album 9.

(Large old steam tug)

1. Stbd. quarter on ways; name on stern and S.F. VG

Built 1891 at Sausalito, Calif. Owned by the Pacific Steam Whaling Co. and used in trade from Sitka to the Aleutians. Passed to the Pacific Packing & Navigation Co. in 1901 for service in Alaska as a cannery tender. In 1906 she was sold to Oregon interests and traded between Oregon Coast Ports. Further data unavailable.

Was in Wrangell July, 1, 1899. (Alaska Daily Dispatch)

GOLDEN GATE

Small str. Alaska
1898

1. No picts.

59 ton str. Capt. S.F.Snow was making two trips a month from Wrangell to Hunters Bay on the West Coast of Prince of Wales Island in 1898 See Stikine River Journal 4/1/99

S.R.J. 5/6/1899 --owned by Pacific Steam Whaling Co. of S.F. has mail contract from Wangell to Shakan, Klawock, Howcan and Hunter's Bay and return, twice each month

D.Id.News 1/3/1900 says Purser Chas. Baker of the "Wolcott" was on this str. now.

GOLDEN GATE

Old Alaska schooner
1895

1. No picts.

She returned to S.F. Sept. 2, 1895 after a prospecting trip to the Aleutians.

GOLDEN HIND

Historical British
Sir Francis Drake's

1. Story---perhaps her anchor found in Port Townsend Hbr.
in 1954----see pp. 2 in Album 44.

GOLDEN HIND

Yukon River steamer

No. 1. No picts.

Rebuilt from a barge and equipped with scrap machinery at Nome in 1904. Frozen in 10 miles from Fairbanks in 1904 and nothing further on her.

GOLDSBOROUGH

Old U.S. destroyer

1. Picts. and story. Album 48; pp. 23---24.

GOLD SEAL

Yukon River str.

1. No picts.

Listed on the Yukon River by MacBride

GOLD STAR

No. 86440

Old Yukon River Str.

1. No pict.

There is a fairly good pict of her in the Territorial
Museum See SOUVENIRS OF NOME by E.A. Hegg.

The above pict. shows her stuck on a bar in the 30-Mile
River in 1899

Wrecked at the notorious Five Finger rapids on the Yukon Oct. 12, 1899. Her passengers were saved by the river str. "Governor Pingree" The "G.S." had come up from Seattle earlier that year. (Nothing in Lewis & Dry*

On a previous trip she was nearly wrecked in the Five-Finger Rapids---her steering gear went bad. Had 87 passengers but made out O.K.

Built 1898 at St.Michael She was raised after her above mentioned mishap and ran until 1906 when she wrecked for keeps on the Tanana, about 15 miles below Chena.

160 gross; 98 net; 94' x 22' x 3.8'

Sold at Sheriff sale at Dawson 9/27/1901 for \$2650. to J.R.McGovern. Had been sold in 1900 for \$20,000. Her boiler alone is worth \$3000.

GOLIAH

Album 10.

Book 29

(Old side-wheel tug)

1. Stbd. broad, backing slow near shore. G
2. Stbd. broad, near shore. (Magazine cut)
3. VG pict. from Seattle P.I. (Spiral 15; pp 64)

Info. Book 36; Page 24
More info. Book 37; page 31.

GOLIAH

Album 10.

Book 33

Puget Sound T & B.
(Old steam tug)

1. Port, broad, speed, old Seattle waterfront. G
2. (Same as above) (Mag. cut)
3. (same as above) (Mag. cut)

134.9' x 27.1' and a sister ship to the 2nd "Goliath"

In 1950 she was reported as still in operation as a unit of the Eastern Transportation Co. of Wilmington, Del.

GOLIAH

Album 10.

PHP. 1.

Puget Sound T&B.
(Diesel tug)

1. Stbd. broad, slow, Lake Union. VG
2. Port broad, speed, Seattle Hbr. (Porthole)
3. PICT. BOOK 32; pp 56

Built in 1883 at Philadelphia, Penn. 89 Net tons:
116' x 21' x 9'. Originally named the "Vigilant" From
1888 to 1898 she was operated at S.F. by the Spreckles
Tow-boat Co. Sold to the Navy Dept. in 1898. Brought to
P. Sd. by Carey-Davis Co 1928 and diesel installed. Steam
plant discarded and her name was changed to "Goliah"

MORE INFO. BOOK 36; Page 20

See more info. on card on ALASKA BARGE CO.

GOLIATH

Ex tug "Vigilant"

Eater renamed "Goliah"

L. See picts. of her as the "Goliah" unit of P.Sd T.&.B.
(Carey Davis) in years from 1928 on thru '50

GOODHOPE

No. 86599
Old Alaskan sch.
Nome 1902

1. No picts.

Built 1901 at Nome, Alaska. 12 gross; 12 net; 33.9'x11.1'--

Sept 11, 1902 she wrecked at Nome during a big storm.
Capt. B.Daniel and Mate, John Slater, drowned.

GORDON D

Ole Aase's halibu

1. In sm. boat Hbr. Juneau 1952

(PCA--7)

GOSHAWK

Album 7.

Navy craft (sm)

1. Stbd. broad, at dock, as Navy #79

VG

10/31/1941/2 U.S.S. "Goshawk" net tender, arrived in Juneau
today and played a game of BB with Juneau High.

Album 2.
Album 14.

GOVERNOR

Large Coastal Steamer

1. Port, bow, slow in stream; Maltese Cross on two stacks
2. Stbd. broad, still in stream; Maltese Cross on both stacks. G.
3. Port broad, speed. (Mag. cut) Book 33. p. 21.

Cap't. Shea left Philadelphia today for West Coast.
to go on Nome run this season. D.A. Disp. 8/8/1907 says
1/4/1907 papers say she and "President" of P.C.S.S.Co. were
of fleet in 1916
Built for P.C.S.S.Co. and passed to Adm. Line with rest
MORE INFO. BOOK 36: Page 8 also. Book #34; p. 45
lights on shore.
"Governor" They mistook other ships lights for fixed
Ernest Kellenberger and 3rd Mate, Arne Hage--all of the
Blame (entire) placed on Pilot, H.H. Marden, 2nd. Mate
Mentions collision with "West Hartland"
See Red Scrap Book No.1. Page 8.

Built 1907 at Camden N.J. 5474 Gross: 2550 Net:

391.9' x 48.2' x 19.7' and spent most of her career in the service of the Pacific Coast S.S.Co. then Pacific S.S Co. and Admiral Line.

Was rammed by the large freighter "West Hartland" Apr. 1, 1921 shortly after midnight---the night being clear and the crash being witnessed by the light keeper on Pt. Wilson. About one mile off shore. Her boilers blew up and she sank allowing her 124 crew and 172 passengers a slim margin to get clear in her life boats. 17 lives were lost---the tug "Warrior" is to search for bodies.

Was inbound to Seattle from Calif. ports.

The "West Hartland" was owned by the U.S. Shipping Board. M.D. Sept. 22, 1951 story (High Tide) says she had 113 pass and 124 crew. The frigate was going to sea from B.C. ports. Collision at 12:04 a.m. and sank at 01:15

Capt. E.P. Bartlett temporarily in command in place of reg. skipper Capt. H.C. Thomas. Loss of only 8---5 pass. and 3 crewmembers. Wreck lies in 222' of water. She went on run in 1907 by old Pacific Coast S.S.Co. and continued when that company merged with the H.F. Alexander interests to become the Pacific S.S.Co. The "West Hartland" also flew P.S.S.Co. flag--allocated by Shipping Board for trip to India.

(2)

GOVERNOR

Lg. P.C.S.S.Co. str.

D.A.Disp. 6/27/1917 pp.6 She rammed and sunk the old C.G. cutter "McCullough" in fog early in the morning of June 13th, 1917 off Pt. Conception, Calif. Capt. H.C. Thomas was in command. The "McCullough" was Adm. Dewey scout ship at Manila Bay... The "Gov.--" was unhurt.

D.A.Disp. 5/7/1918 Str. "Governor" ripped a hole in her bow last night when she hit the outer breakwater to the Golden Gate, outbound from S.F. to Seattle.

Emp. 4/1/1921 "Governor" rammed and sunk by "West Hartland" off Pt. Wilson. V.G. complete stories.

GOVERNOR AMES

5-masted schooner

1. Port broad; sails; at sea: SHIPS & SAILING Jan. '51
Page 39

1779 tons burthen, built in 1888 at Waldeboro, Maine. Proved very successful in the hard East Coast coal and lumber trades. Like many another coasting sailer, she paid the penalty of the lee shore and met her end on the North Carolina coast. Wrecked Dec. 13, 1909 on Wimble Shoals. 12 on board and 11 lost.

GOVERNOR DOUGLAS

Old Canadian side-w.

1. No picts.

Info. Book 37; pages 39 and 40

P.C.A. 5.

GOV. ELISHA P FERRY

Diesel yacht.

"Dreamerie"

"Watres"

1. Stbā. broad at long float in small boat Hbr. Juneau.

Was sold by her owner Capt. Hardy Trefsgar to
Bureau of Reclamation for stream survey work early in
Nov. but not turned over to them until money received in
early Dec. 1948 (Dates above are correct but the news-
paper article should have said U.S. Geo. Survey instead)

GOV. HARRY W. NICE

P. Sd. ferry 1954

"Olympic"

1. See card on "Olympic"

GOV. HERBERT R. O'CONOR

P. Sd. ferry; 1954

"Rhododendron"

1. See card on "Rhododendron"

GOV. JOHN LIND

Old coastal str.

1. No picts.

Info.

Book 44; pp. 30.

GOVERNOR PINGREE

No. 86414

Old Yukon River Str.

1. No picts.

Fairly good pict. of her steaming down the 30-Mile River
in 1899 taken by E.A.Hegg. See his picts. in Alaska
Territorial Museum.

Operated on the Yukon around the latter part of 19th Century. She saved the passengers off the river Steamer "GoldStar" when the latter was wrecked at the famous Five Finger rapids Oct. 12, 1899.

450 gross; 251 net; See "Bonanza King"

GOVERNOR STONEMAN

Yukon River str.

1. No picts.

She was a tug from S.F. Wintered on the Lower River
in 1898.

GRACE DOLLAR

Steel Steam Schooners of the P.C.

Lyman.

1327 tons: 1100-M ft. lmr. capacity. She was 5' longer than the "Par/aiso" but other wise identical in engines and hull dimensions.

Built in 1913 at Craig yards for the Dollar S.S.Co. of S.F. who incorporated her in Maine as a single-ship company and sold her in 1917 to the Pacific S.S.Co. of S.F. who renamed her the "Adm. Wainwright. In two yrs. she went back to the Dollar Line and became the "Agnes Dollar"

1923 she was sold to the Moore Mill & Lmr Co. of Marshfield, Ore. and renamed the "Mary E. Moore"

She was wrecked without loss of life near Coquille River Buoy, on the Ore. Coast, Feb. 23, 1927

D.A.Disp. 1/4/1917 The P.C.S.S.Co. has purchased the "Grace Dollar" from the Robert Dollar S.S.Co. and plans to use her on their Alaska runs.

GRACE MORAN

Unit of Moran Co.
New York tug.

1. Stbd. broad, speed from air by "Ile de France"
(Porthole pict)
2. Good stern view; still in stream. Page 27 in Aug. '51
Motorship mag.

M.D. Sept. 3, '49 says she is one of Moran Co.'s
new 1750 h.p. diesel-electric jobs.

GRACE THURSTON

Album 12.

Old steam tug.

1. Port, broad, slow, old Puget Sd. Town waterfront. G

Book 31

GRACIE S

Book 33

Auxiliary schooner
S.F. pilot boat.

1. Stbd. bow, moored near boathouses. (Mag. cut)
2. Stbd broad, speed, flags. (Mag. cut)
3. Pict. and info. pages 25, 27; Book 41.
4. Late info. (1956) page 27; Book 44.
5. Info. (Book 43; pp. 10)
6. VG porthole pict. (PHP--4)

Originally built in 1893 by Union Iron Works of S.F. and named after Gracie Spreckels.

97' x 24' 5" x 12' 113 tons gross. Powered with a model 64 HN9 225 h.p. Gray diesel.

For many years a pilot boat at San Francisco, she has been sold to Edward Kennell, a prominent Seattle yachtman who will re-rig her as a training ship for boys who have long dreamed of going to sea in a 'wind ship.'

At present she is cut down to an auxiliary vessel, but will be re-rigged as originally built with bow-sprit et al. Her teak work, which came from leftover material when Union Iron Works built the battleship "Iowa", will be fully preserved. (Motorship Dec. 1948)

Suffered a \$7500 fire recently at Tacoma. Fire started from defective wiring while Mr. E. Kennel and wife were out. They were using the craft for a home and had just recently had her completely renovated after use as a chart-vessel to British Columbia. M.D. 10/29/49

GRAFF

Yukon River steamer

1. No picts.

See "Mary E. Graff"

XXX

Album 19.

GRAFF SPEE

German Pocket Battleship

1.

Four views of her burning and sinking and two pictures of Commanders involved including the Commander (Engles) of the British "Exeter" and the Commanding Officer of the "Graff Spee"

12/20/1939 Picts. and accounts of her being scuttled in
Montevideo Hbr. on Sun. night Dec. 17th 1939.

GRAND REPUBLIC

Album 26

Old N.Y. Ferry Str.
Sister to "General
Slocum"

1. Stbd. broad, speed; crowd on deck.

D.A.Disp. 7/6/1910 Excursion str. "G.R." was on fire to-day in the Narrows, near N.Y.City. Capt. made a run to shore and beached her. Quite an exciting time but all pass. made shore safely. Fireboats rushed to the scene.

GRANGER

Old schooner.

1. No picts. Story of fire in Book 37; page 22

GRANT

No. 203825

Album 6.

Old Revenue cutter.

Album 12.

1. Port broad, still in stream. VG
2. Stbd. broad, at coal bunkers as old halibuter. VG

9/21/1901 she was due back at Seattle after a cannery inspection in S.E. Alaska waters. Capt Tozier commanding.

1/13/194 ALASKAN says she was coming around the Horn from the Atlantic Coast under Capt. C.L. Hooper and was to be used in Rev. Marine service in Alaska. His orders changed 1/27/194 and he went to the "Rush" instead.

ALASKAN (Sitka) 5/27/196: Capt. Jefferson A. Stamm. K.Mng. Journal 6/8/1901 says she floated off rocks in Saanich Inlet, B.C. VALDEZ NEWS 6/8/1901 says she ran on rocks in Saanich Inlet 08:00 May, 22, 1901 Capt. Tozier on bridge Hit full speed at a place marked 73 fathoms on the charts. Why he was in S. Inlet is not known but conjecture says looking for smugglers.

Under command of Capt. Slamm July, 1, 1899 A.D. Dispatch.

Built 1871 at Wilmington, Del. 263 tons 4 guns;
7 officers, 32 men

327 gross;

She stranded in Hecate Strait, B.C. Dec. 27, 1911

DAILY ALASKA DISPATCH Dec. 29 1911 says she hit rocks
off halibut banks near Cape Flattery and sunk in 20 mins.
No loss of life She was owned by the San Juan Fish Co.
at the time----they acquired her in 1906 and rebuilt and
enlarged her. New tonnage was 327 tons. Had 10 man crew.
149' x 25' x 10'

Alaska Daily Dispatch Jan. 26, 1906 carries article headed
'Rotten Tub Was Unsafe' and stated that she did not even
attempt to weigh anchor and proceed to the aid of the
"Valencia" on Cape Beale as it was too stormy and she was
unseaworthy. She was a revenue cutter stationed at
Port Townsend, Wn. at the time.
NOME NEWS 12/15/1905 says the Rev. Cutter "Grant" was
condemned as junk but is being kept in the service.

(2)

GRANT

203825

Old Rev. cutter

D.A.Disp. 12/29/1911 Fishing Str. "Grant" foundered after bouncing off rocks near Cape Flattery last night. Her crew is all safe after a narrow escape. She went down in about 20 mins. Was fishing halibut for the San Juan Fish Co. of Seattle.

Formerly the old Rev. cutter "Grant" she passed to the San Juan Fish Co. from the Government in 1906 (purchased). They increased her tonnage to 327 gross; Had a crew of 10 men and was equipped with wireless 149' x 25' x 10'. Was first vessel to reach the "Ramona" when she wrecked and had taken off the pass. and crew then transferred them to the Northwestern"

GRANT

Album (4)

Lg. Pass. Trans.

(1)

Port bow at Seattle Pier as A P 29.

G

GRANT LINDSAY

Canadian tug.
(rebuilt and renamed)

1. See file card on "Etta Mac"

GRAPPLER -

Old steam-sailing ship
From Lewis & Dryden.

1. Stbd. broad, drawing. (620 neg.)

GRATIA

Brig.

See story of wreck and salvage in 'Secret of 100 Sunken
Ships. Envelope No. 17.

GRAYLING

No. 92068

Album 12.

Ex "Meta"
Pass. tug.

1. Port, broad, at old mill dock. Decks boarded for
ocean travel.

VG

Built 1888 at Lake Bay, Wn. as the "Meta" Registered as a fishing vessel. 28 gross; 19 net; 58.5' x 13.8' x 6'

Left Seattle May, 27, 1909 for Victoria, B.C. and never again heard from. There was 7 people on board.

GRAYS HARBOR

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

659 tons, built by Lindstrom at Aberdeen for Sudden
& Christenson, S.F. Carried 700-M ft. and had a com-
pound eng. of 500 h.p.

Owned by S. & C. for 24 yrs. then scrapped in 1931

GRAYWOOD

Wood Steam schooner

1. No picts.

One of several ships mentioned in connection with the finding of an old barnacle encrusted binnacle about 50 miles N.W. of Cape Flattery in 42 fathoms of water, by the trawler "Blanco" in June, 1949. Article in M.D. June 18 and June 25, 1949. "Graywood" was lost off Cape Flatter in 1915.

GREAT ADMIRAL

No. 85007

Old square-rigger
of P. Sd. area.

1. No pict.

2. Deck scene and figurehead Picts. USNI PROCEEDINGS
Oct. 1963 page 105.

Built in 1869 by Robert E Jackson at East Boston for Wm. P. Weld & Co. who at that time had the largest sailing fleet under the U.S. flag.

She foundered Dec. 6, 1906 175 miles S.W. of Cape Flattery. Capt. E.R. Sterling of Seattle was skipper and owner. Had sailed her to S. Africa, Australia, Hawaii, Mexico and Alaska. She was lost while bound from Mukilteo to San Pedro with a cargo of lumber. Capt. Sterling and his 18 man crew clung to the waterlogged hull until rescued by the British ship "Barcore" She was bound to Honolulu and when she sighted the ship "Andrew Wells off the Calif. Coast the crew of the stricken ship asked to be removed to her and were taken to S.F. arriving there on Dec. 9, 1906.

M.D. 10/30/'50

Built 1869 at Boston, Mass. 1575 Gross; 1401 net;
214.2' x 43' x 25.2' 17 in crew.

GREAT BEAR

Old Power sch.
1916

D.A.Disp. 9/9/1916 pp.2 says she was launched only last month at Port Blakely. Her master and owner was Capt. Louis L. Lane. She carried a crew of 21 men. She hit a pinnacle rock on West side of and about 7 miles from St. Matthew Id. and grounded. Crew and Capt. picked up 15 days later by the C.G.C. "McCullough" The vessel was 367 gross and 223 net tons. Valued at \$80,000. and carried a cargo valued at \$50,000.

D.A.Disp. 8/27/1916 The Borden (evaporated milk) yacht "Great Bear", Capt. Louis Lane is reported lost on a volcanic pinnacle near St Matthews Id. The vessel was supposedly investigating the wreck of another vessel.

GREAT EASTERN

Atlantic side-wheel
steam/cable-ship.

1. Complete story of her many failures. Lg. Eng. No.14

NOTICE: The above story has been pasted in NOTE BOOK
No. 27/ pp 103--110)

Have a bound book on my shelves on her--complete.

THE GREAT IRON SHIP by James Dugan.

Harper Brothers, N.Y. 1953

GREAT REPUBLIC

Yankee clipper

1. Pict. in SHIPS & SAILING Apr. '52 Page 36

Some info. under pict.

Album (26)

GREAT REPUBLIC

Old Side-wheel ocean str.
From Lewis & Dryden

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

Unit of the California Steam Navigation Co. operating to
Alaska in 1868.

GREENHILL PARK

Canadian Liberty ship

2. Renamed---info. only

Book 41, pp. 34

1. No picts.

The "LAGOS MICHIGAN" which was in Seattle in the 2nd week of Jan. She was launched as the "FORT SIMCOE", in 1944 by Burrard's Yards at Vancouver, B.C. but her name was changed before commissioning to ~~XX~~ "GREENHILL PARK". It was under this name that she suffered a severe explosion in Van. harbor Mar. 6, 1945 with nine deaths.

The next year, she was sold to Panamanian owners and renamed "PHAEOX II" and late in last year, she changed hands and name again, with the new name "LAGOS MICHIGAN".

GREENVILLE

Greek tramp frt.

1. Two picts. foundering at sea, from Life Mag. 10/5/53
2. Picts. etc. above in Book 40; pp. 54-55
3. Complete story, with picts. (V.G.) pp.12 in May 1954
MEN magazine on my shelves.
4. Another version from Mar. 1954 READERS DIGEST (
Large Envelope No. 14 Now in (Note Book 23;p54)
5. Nore VG picts. and info. NOTE BOOK No. 24. pp 71--75

Derelicted during storm which had winds up to 74 m.p.h. last week in Sept. about 800 miles out of Liverpool in the North Atlantic. 6000 ton ship. Radio out, rudder in-operative, cargo shifted and listed 30~~7~~ degrees. 26 men on her---one, the mess-boy was lost when he left go of rung on rescue ladder from "Ile de France" which stood by many hours before being able to effect a rescue.

They had been battered 3 days and "Ile de France" searched area more than 13 hours before locating them.

Capt. Franck Garrigue on the "Ile de France"

Capt. Dimitrios Potamianos on the "Greenville"

The liner had 1187 passengers who watched the rescue and also the drowning of the mess boy, Nick Mandarakas.

GREENWICH

Old Nome str.

1908

Alaska Daily Record 7/16/1908 says the "Greenwich" and
"Mackinaw" broke thru. the ice and arrived at Nome today.

GREENWOOD

Wooden Steam Schooners of the Pacific Coast

Lyman

195 tons, built in 1886 at S.F. by C.G.White.

Had a lumber capacity of 425^{*M} ft. and a compound engine of 110 h.p. made by Hinckley; Spiers & Hayes.

Her first managing owner was B H.Madison of S.F. but within a year of so she was acquired by the L.E.White Lumber Co. of S.F. who operated her until 1902.

In 1903 she came under the ownership of Beadle Bros. of S.F., and in 1907 was transferred to the Greenwood S.S.Co.

T.P.H.Whitelaw managed her for a number of years until she was finally laid up at S.F. and went to pieces about 1938.

V.G. pict. in wreck scene of "Pomona" Book 48; pp 36

P.C.A. (5)

GREY GHOST

Tacoma Sea Scouts

(1) Stbd. broad a/s BCL. at Engrs. dock Juneau.

110' ex subchaser Built in 1943 and displaces 122.49
tons. Can do 21 knots but cruises at 14.
Burns 30 gals. of fuel per hour and used 2500 gals. on the
trip.

GREY GOOSE

W.W. Album 24

Troller

P.C.A. 5.

X

John Turners troller fishing near Pt. Adolphus
in Icy Straits. Early fall 1946

2. Three angles in Juneau Boat Harbor. (John Turner)
3. Port bow coming under bridge.
4. Two coming under bridge with "Dolly J" & "Relief"
5. At float in Elfin Cove; distance. (PCA--7)

GREYHOUND

Sm. steamer
Skagway 1906

Papers 7/14/1906 says she was a 'little str.' chartered
for a fishing trip by prominent Skagway people.

Book 29

GREYHOUND

Album 14.

Old stern-wheeler.

Album 15.

1. Stbd. broad, speed, Blakely waterfront. Smoke. VG
2. Stbd. broad, speed, raised decks. VG
3. Port broad, speed. (Mag. cut)
4. Good picts. and info. Album 44. pp. 1. -41)

Built 1890 at Portland, Ore. 180 gross; 166 net;
139.3' x 18.5' x 6.4' After many eventful years on Sd.
ferry runs her hull was stripped in 1912 and she was moor-
ed at the Foss Co. piers in Tacoma and used as a wharf-
boat.

GREYLOCK

Steamer

1. No pict.

Some kind of steamer that hit Ripple Rock in 1929

GRIFFCO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

1463 tons, built by J.F.Duthie & Co. of Seattle in
1920

Dimensions 220' x 40' x 18.5' 2400 tons gross.

Powered with 1400 h.p. triple expansion steam.

In 1923 she was transferred to Canadian registry
under the management of the Coastwise S.S. & Barge Co. of
Victoria, B.C. She falls from the registry within the
next ten years although her fate has not been traced.

Emp. 1/12/1928 6 SOS heard. From S.S. "Griffco" enroute
to Honolulu. Faint call, then radio goes 'dead'...

Emp. 1/25/1928/6 SOS call from "Griffco" proves 'hoax'.
Radio operator Gellerman is scary, sickly type and unfit
to be a radio operator.....

GRIFFDU

Steel Steam Schooners of the Pacific Coast

Lyman

1484 tons, built by the J.F. Duthie & Co. of Seattle in 1920 and operated by the Universal S.S. & Barge Co of Seattle until 1929 when she was acquired by the Chas. Nelson Co. of S.F.

After the above company's liquidation in 1937 she became the NOYO of the Union Lmbr. Co. of S.F. who sold her in July, 1940 to the Thailand Gov't. and renamed the NANG SU'ANG NAWA. She arrived in Bangkok Oct. 1940.

M.D. 4/7/1956---Declared missing while under tow.---
(Book 39; pp 61.)

GRIFFNIP

Miki tug of James
Griffiths & Sons.

VG Cover pict. (Also pict. and info. on barge service
to Alaska) Lg. G.S. Files under JAMES GRIFFITH SONS.

GRIFFSON

Ferris Hull- Barge.

The Alaska Pacific Co. had planned to build 6 motorships but possibly owing to the difficulty of obtaining engines stopped with the "Alabama". The yard was turned back to Nilson & Kelez, who contracted with the Emergency Fleet Corp. for 6 Ferris hulls. Four of these were completed during 1918 and were named "Adway", "Bonafon", "Forster" and "Octorara". Two others were launched, the "Cineas" on Dec. 5, 1918, and the "Cinyras", on April 28, 1919 but were not engined. One of these hulls was towed to Winslow by the Griffiths interests of Seattle and was completed by the Winslow Marine Railway & Shipbuilding Co. in 1920 as the barge "Griffson". She was still afloat in 1935 being then owned by Norton Clapp of Seattle.

GRIFFSON

In Green's Cove

See card on ISLANDER for much more history on this one.
10/7/1936/6 "Tally" out to assist "Griffson" which broke
loose in yesterday's (Mon.) storm and blew over to
Admiralty Island near Horse Island Peterson and Ed. Q.
Paine were watchman on her. Now owned by J. Lmbr. Mills.
10/9/1936/2 "Griffson" still fast "Roedda" and "Tally"
both take a fruitless pull on her. Hard and fast.

GRILLE

Lg. yacht of Adolph
Hitler (German)

1. No picts.

2. Stbd. broad at pier. V.G. (P. 68; July, '51 S.&S.)

The 4-million dollar, 476' 30 knot vessel has been towed to the Todd Shipyard in Brooklyn and from there to shipwrecker's beach at Bordentown, N.J. where she is being scrapped.

She was presented to Hitler by the German people in 1935. In 1946 a George Arida, a textile manufacturer bought her from the British Admiralty. Arida sold her to the North American Smelting Co. of Wilmington, Del.

One of the largest and fastest yachts ever built, but was considered too expensive for commercial operation and impractical for conversion to a military auxiliary.

M.D. July 14, 1951

Scrapped at Bordentown, N.Y. by N.A.S.Co. which completed the job in Mar. 1952. She yielded 300 tons of tin, lead, aluminum, copper and other non-ferrous metals as well as 3000 tons of steel.

M.D. Mar. 15, 1952

P.C.A. ⑤

GRIZZLY BEAR

P.C.A. ④

Fish & Wildlife.

Book ②⑨

- ① Stbd. qtr, speed, Sitka harbor. p. 45
- ② Port bow, still in stream/ (Magazine cut) p. 15
- ③ Stbd. broad at Fisheries float J.B.Hbr. p. 14

58' vessel being built for the U.S. Biological Survey
(Alaska Game Comm.) by the Schertzer Boat & Mach. Wks.
in Seattle is H.C. Hanson designed. From M.D. 20 yrs
ago July 3, 1954--1934)

EMPIRE: Feb. 21, 1935---Capt. John Selevold was enroute
to Juneau with the new Game Commission vessel "Grizzly
Bear" with warden Homer Jewel aboard.

GROMMET REEFER

Knot ship of
ATCo. Reefer.

- 11.. Pict. of two halves after wreck in Italy.
Book 34; page 37, 39. 42
2. PICT. afloat as U.S. frt. BOOK 33; pp 48

Was in Wrangell the night the Farwest cannery burned June, 9, 1947 and assisted in saving the dock. The cannery was previously the Diamond K Pkg. Co. of Carl Thiele and is now owned by A.R.Bruger and Fred Burman of Anacortes.

GROOT BEER

Former Nazi yacht.

Pict. and article Lg. G.S.File under YACHTS

Group Pictures

P.C.A. 2.

P.C.A. 4

Various boats.

P.C.A. 3.

Book 29

1. Engineers Dock showing "Diamond Knot", ST 166",
LT 452, LT 387, TP 99, ST 415, ST 382.
2. Boats frozen in at Juneau Boat harbor. "SJS II",
"Sentinel" "Forester" "Good Tidings" "Queen"
"ARB 5" "Nuisance III" all discernable.
3. Same as above with "Sentinel" "SJS II" "ARB 5"
"Forester" "Sadié" "Queen" and "Lassie" all
identifiable.
4. Rutherfords fleet. showing "Santrina" "Lumberman" &
"LoneFisherman" at face of mill dock, Juneau.
5. TP 99, 3142, 3144, 415, 382. bow on at fingers.
6. Two pictures of D.D. crew at work. Gus and Harry.
7. Stbd. bow of TP 99, 415, 382, 3142, at fingers.
8. Bow view of boats at Prince Rupert dock; Agnes,
Dorothy, Fremont, Carolen, Rosario, Restitution

9. Group at Fishermans dock, Seattle
10. Bellingham T.& B. fleet.
11. Tugboat Annie race. Good view of actual race.

GROWLER

Old schooner

Sitka--1867

Departed Sitka 1/2/'68 for Port Townsend; Capt. Horace
Coffin, commanding; 41.58 tons burthen.

Capt. John G. Sandmay---12/27/67

GRUBSTAKE II

Tay's old boat.

1. V.G. pict with A.J.Mine in background. (Book 48; pp 15)

GUALALA

Pacific Coast Wooden Steam Schooners

Lyman

225 tons; built by John W. Dickie & Sons at Alameda for Beadle Brothers, of S.F. in 1901

Had a 200 h.p. compound job from United Engineering Works and carried 260-M ft. lumber.

In 1923 Beadles sold her to the Western White Cedar Co. of Marshfield, Ore. and in 1925 she was sold to James K. Nelson, of S.F. who renamed her the "Cleone"

She was wrecked at Eureka, Apr. 9, 1931

1. Good pict. of her loading lumber via skyline in exposed place. (Page 9; Sept. '52; S.&S.)
2. V.G. pict. loading near Fort Ross. Aug. '53 S.&S; p38

GUALALA

Pacific Coast Wooden Steam Schooners

Lyman

Built 1901

Was renamed "Cleone" in 1914 and not in 1925 as stated

XXX

GUARD

Album 6.

Small old Rev. cutter.

1. Port, broad, speed, steamer.

G

2. Stbd. broad, on rocks, nose high, stern under water

Post Card Album 1.

Built in 1896 at Port Townsend, Wn. 17 gross; 12 net
62' x 10' x 5.3' Wrecked in the San Juan Islands in 1912
Raised and rebuilt and came out under the name of "Georgia"
(This vessel is not to be confused with the pass. mailboat
and tug "Georgia" familiar to Alaskan waters.)

Another vessel named the "Guard" replaced her in
1914 for the Revenue Cutter Service.

As the "Georgia" she was destroyed by an explosion
at Port Orchard in 1924.

When in the service she carried one officer and
five men.

Her successor was built in 1914 and out of service in
1934. She was still at Ballard in 1941

GUIDE

Fish packer

1. VG pict. at Metlakatla cannery 1958 (PCA-10)

GULFLAND

Lg. U.S. tanker

1. No picts.

Story of salvage. Book 35 Page 23

P.C.A. 6

GULF MARINER

Canadian coaster

1. Stbd. bow; coming into dock at Juneau 1952

2. Pict. and info.

(Book 43; pp. 42)

Can. M.S. Coasting vessel Pict. and info. For Sale
Book 43; pp. 42

GULF MARINER

Med. Motorship

1. Pict. and info. For Sale.

Album 43.

Book 31.
Book 32

GULF STREAM

Converted Can. yacht.

1. Bow on, laying on her side, wrecked. (Mag. cut)
2. Stbd. broad, speed, after dieselization. (Mag. cut.)

I believe she is the converted 172' steel yacht mentioned in Nov. 1946 PMB magazine. Was the ex yacht "Wolf" and was remodeled and repowered at the West Coast Salvage & Contracting Co. yards in False Creed, Van. B.C. and was requisitioned and operated by the Canadian Navy during the last War. II. as a patrol vessel.

(June, 1947 Motorship) says she had twin 10 cylinder Vivian diesels installed, replacing her old steam engines. These are rated at 400 h.p. at 700 r.p.m. and drive a single shaft through Fawick Airflex clutches and roller chains. She cruises at 14 knots.

See DAILY JOURNAL 1947 for loss. etc.

11/6/1947/7 Blame for loss of MV "Gulf Stream" placed on 2nd Mate Ray Ketchum who "failed to take proper action when Ragged Island Light was not picked up..."

11/13/1947 Master and 2nd Mate of vessel have licenses suspended for 4 months. Hit Dinner Rock near Powell River. Capt. J.E. Craddock license susp. 6 mo. First Mate was drunk---reprimanded!

Book 32

GULF WING

Converted Canadian
PT boat. (Fairmile)

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

112' converted Canadian PT boat of the Fairmile class to be used by the newly organized Gulf Lines, Ltd. of Van. B.C. and to carry passengers etc. from that port to Powell River and way ports and return. She was used in conjunction with the "Gulf Stream" which hit the rocks on the run.

This vessel clips off 17 knots and can make the run in 5 hours.

GUSSIE BROWN

157,508

Yukon River steamer

1. No picts.

Built at S.F. 1898; A twin screw str. of 119 tons.
Wrecked on the Nome Beach in 1899

NOTICE: There was a str. of that name at Ketch. 5/26/'03
D.A.Disp. 5/26/1903 pp.4 Str. "Gussie Brown" was in
Ketchikan today....

1903 Blue Book lists the "Gussie Brown" ex "Dawson City"
119 gross; 86 net; 300 h.p. steam. 13 crew. Built
at S.F. in 1898 84.5' x 22.5' x 6.1'

Album (26)

GUSSIE TELFAIR

Old Side-w. sail steamer.
From Lewis & Dryden

1. Port near broad, at sea. Drawing. (620 neg.)
(Have 5 x 7 print of the above.)

GUSTIN.

Yukon River steamer

1. No picts.

See "F. K. Gustin"

GUY C. GOSS

Old Bark of the Pac.
Pkg. & Nav. Co.

1. No picts.

Operated in Bristol Bay in 1902

MORE INFO. BOOK 36; Page 5

MORE INFO. BOOK 35; Page 4

J.C.M.R. 9/3/1891 Bark "Guy C. Goss", Capt. Wm. Mallette, arr. Tacoma from Yokohama, 44 days out---long overdue. The Capt. and crew tell a whale story---they lost a Jap sailor, one Tom Hiskaiski, over the side; a whale gulped him up, became convulsed, spit him out, and a wave washed him back on the deck of the "Goss"....???

Empire: 10/14/1919 pp.8 V.G. Bark "Guy C. Goss" of the Northwestern Fisheries Co., with Capt. Didrick commanding was moving along in fog in the Straits of Juan de Fuca for over an hour today with no one at the wheel! The Mate discovered that the wheelman, a Mr. Kramson, apparently went crazy and dressed up in his best outfit then calmly went over the side. She was inbound with 38,000 cases of salmon on board. Was picked up by the steam tug "Richard Holyoke" and towed on in to Seattle.

G. W. SHAVER

Book 31
Album 26

Old Col. River Wet-ass

1. Port near broad in calm slough (Mag. cut)
2. Stbd. broad at old pier, as the old "G.W. Shaver"
from Lewis & Dryden

GWYLAN

Album 12.

Old steam tug.

1. Stbd. broad, a/s logs.

VG

GYPSY QUEEN

No. 86441
Yukon River steamer

1. No picts.

Built at Wrangell, Alaska 1897; 107 tons. Built on
Cottonwood Island (Stikine) and used around Wrangell
107 gross; 58 net; 61.8' x 21.6' x 2.6'