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General Marine Files

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HAAKON

P.C. Album 1.

Cannery tender.
Sebastion- Stuart

1. Stbd. bow, inside of "Fishhawk" at Tyee float.

XXX

Album 16.

HAGEN

Large tanker.

1. Stbd. bow, nose into West Seattle shipyards. Tug "Goliah" assisting.
2. Showing forefoot only crashed into side of cannery tender "City of Blaine"
3. Port bow, showing nose above buildings of West Seattle Shipyard as she crashed into yards.
See Album 19.

HAIDA

British freighter.

1. No pict. 1950

One of several ships mentioned in connection with the finding of old barnacle encrusted binnacle by trawler "Blanco" in June, 1949 off Cape Flattery about 50 miles.

This vessel met her doom somewhere in the area in 1938

HAIDA

Album 6.

U.S.C.G. Cutter.

1. Port, broad, speed, Alaska waters. VG
2. Port bow, in narrow channel to Westward.
(Framed pict. from Ethel Naish)
3. V.G. 5 x 8 pict. (Book 48; pp. 51)

24
Empire 7/24/'29 the "Haida" assisted a large steamer of the Oceanic & Oriental Line off the rocks on Avatanak Id. after the latter had been driven ashore in a stiff W. wind. Her 2nd Mate had blood poison 200 miles off the Aleutian chain and had made a rendezvous with the C.G.ves. She was floated off by the "Haida" on the 25th and escorted to Dutch Hbr. with 12' water in holds. Capt. L.C.Drewson was commanding and she was bound for the Orient with a full cargo and crew of 35 men. On the 26th the salvage vessel "Salvage King" left Seattle to assist.

INFO. BOOK 35 Page 29
3/23/1941/6 "Haida" has her masts shortened from 100' to 80' and her armament enlarged to bigger guns.

HAI DA

Chinese freighter

1. No picts.

See good story on her in----- (Note Book 23; pp 28)

SEE Lg. G.S.File under CHINESE VESSELS.

~~Myster/~~ Mysterious disappearance story in Marine Digest Aug. 26, 1950. Look in envelope files in typing desk lower drawer---right side. No. 5.

Disappeared in the Pacific in 1937 on a trip from Seattle to the Orient loaded with a cargo of sulphur. While in Seattle she had been changed from Chinese to British registry. She was overloaded when she left port. Wreckage from her was found on the West coast of Vancouver Island.

M.D. Mar. 15, 1952

More good info. on her (Book 44 pp. 48)

PCA ⑥

HAIDA

Fleischmanns yacht

①. Stbd. broad at Juneau Lumber Mill wharf. 7/20/'50

Built in 1947 at Bath, Maine. 168' diesel powered.
2700 h.p. Diesel. Also has two 26'
custom built, all purpose, 140 h.p. cruisers on deck, both
radio telephone equipped. Under Capt. David Welch.

HAITI VICTORY

1. Collides with "Duke of York"

Book 40; pp. 64

HAITIAN REPUBLIC

Old coastal str.
1889

See card on "Portland"

Add. 4/27/'89 ALASKAN (Sitka) says she was purchased in Boston, Mass. this year by the Kodiak Pkg. Co. and will come around the Horn soon to be placed on monthly run to Alaska Ports from S.F.

HAKONESAN MARU

New Jap M.S. 1955

1. Pict. and info.

Book 43; pp 15

HAKUBASAN MARU

Book 32.

Jap. Freighter.

1. Stbd. bow, loading frt. at dock. (Mag. cut)

Book 29

P.H.P. 2

HAKUSHIKA MARU

Japanese NYK Liner.

1. Stbd. bow from dockside. (Porthole)

2. Stbd. bow at dock. (Mag. cut)

Traded with port of Seattle for many years before the
War II. Sunk by U.S. during the War.

M.D. 4/20/50

PCA (6)

HALAWAI

Bob Henning's med.
frt. vessel

1. Stbd. broad; at J.S.Corp. dock; Juneau 1952

See Lg. G.S.File under WHALING SHIPS

104' APC vessel sold in early Oct. 1964 to Warrengon,
Ore. to be used as a whaler. New owners are Bioproducts,
Oregon Ltd.

HALCO

Pacific Coast Wooden Steam Schooners

Lyman

970 tons, built 1917 by Bendixson yards, Fairhaven.
by Hammond Lmbr. Co. for their ownership and identical to
FLAVEL

Wrecked at Grays Harbor, Nov. 30, 1925

Emp. 11/13/1922/6 the st. sch. "Halco" and the steel str.
(motor sch.) "Chalamba" collided on the Columbia River
below Altoona. The "Halco" sank but the "Chalamba"
was unhurt.

HALCYON

Album (22)

Old 2 masted schooner

1. Port broad, in Ketchikan Harbor.

D.A.Disp. 5/14/1913 says McDonald and Iverson of Seattle organized the North Pacific Fisheries Co. and will mild cure salmon at Forester Island. They bought the ex sealing sch. "Vera" and have changed her name to "Halcyon"

Look in 'Wreck File' for more info.

HALCYON DAYS ---Halcyons, or kingfishers, were supposed to nest at sea about the winter solstice and calm the waves: hence halcyon days are the most peaceful or best days.....

HALDIS

Canadian frt.str.
1907

Arrived Skagway 5/25/1907 from Vancouver with 484 tons frt.
and 150 head of livestock.

HALEAKALA

Post Card Album 1.

Alaska S.S.Co.
(Chartered)

1. Stbd. broad, speed, coming down Taku Inlet. VG

Built 1923 at Chester, Pa. 5500 h.p. 93 crew.
In 1941 her owners were the Inter-Island Steam Nav. Co.
of Honolulu. 3679 gross; 1546 net;
342.2' x 46.2' x 27.9'

Chartered to A.S.S.Co. 1934 Album 48; pp.23.
Info. See pp. 3, Book 44.

HALF MOON

Book (29)

Hudson's

- (1) Port broad, on the Hudson. (Magazine cut)

HALIBUT SCHOONERS

Fleet at Juneau

1. Picts. of following at Juneau Cold Storage Dock all with ice in rigging, etc.

"Wizard"

"Omaney"

"North"

"Seymour"

"Polaris"

"Constitution"

"Formost"

HALVARD

Old Canadian str.

1907

5/4/1907 Canadian str. "Halvard" of McKenzie Bros. arrived at Skagway with 285,000' lumber, 55 tons frt. and 375 head of livestock. Was to take 352 tons of Whitehorse ore to Vancouver.

HALYCON

Old collier

1. Fair pict. of a steel st. str. type of vessel laying at the coal dock in Ketchikan in early days, along with what appears to be the "Burnside" and the "City of Seattle" July 1911 (Schaller's #7)

HAMBURG

Lg. German Liner

1. No Picts.

Built in Germany in 1926 as a unit of the old Hamburg-Amerika Line. During War. II she was sunk by the allies. The Russians raised and repaired her and now the 22,000 ton liner has been renamed YOURI DOLGAROUKIN. Recently she was in Antwerp, Belgium to udergo a large overhaul and conversion.

Another former German liner the HANSA, now renamed the SOVIETSKY SOJUS is completing extensive repairs in dry-docks at Antwerp.

M.D. July 7, 1951

HAMILTON

Yukon River steamer

1. No picts.

Fair pict., distance pp. 12/ May 1955 Alaska Sportsman.

See "Chas. H. Hamilton"

HAMLIN

Stikine River wet-ass
Wrangell 1898

1. No picts.

Stern-wheel steamer operated on the Stikine in 1898

She was tied up at Little Canyon on the Stikine River with her fires out. The str. "McConnel tried to come a/s and succeeded in damaging both boats as well as breaking the "Hamlin" loose. After quite a struggle the "McC" managed to bring the "H--" back to her moorings.

F.W.NEWS 7/27/98 says all of above and adds that the "McConnell" was now on the beach at Wrangell being repaired.

HAMMOND

Yukon River steamer

1. No picts.

A stern wheel steamer on the Yukon in 1901

HANNAH

No. 96428

Yukon River steamer

1. No picts.
2. VG Pict. STEAMBOAT BILL Summer '59 pp 45.

S.S. "Hannah Gerstle" Built at Unalaska 1898; for the
Alaska Commercial Co. 1130 tons. Sister ship to the str.
"Sarah" and the "Susie" Was still on the ways at St.
Michael in 1944

1211 gross; 728 net; 222.8' x 42' x 6.2'

HANNAH B. BROWN

No. 11678
Old schooner
Sitka 1867

1/5/'70 23 tons; Registered at Sitka.
Abandoned May 22, 1870.

HANNAH C

Album 11.

"ELFIN III"
Cannery tender.

1. Port, nearly broad, slow, in Lake Union. VG

Purchased by Gil Bixby for buying fish in Elfin Cove area in late 1950's. Sold to Bill Johnson in early 1960's because of ill health. (Gill purchased Taku Lodge) Bill Johnson in turn, sold the ELFIN III" to Anna Stevens of Seattle in Oct. 1966. (The Stevens' call Everett their home) She was previously skipper of her gill-netter "PARKER" and travelled with her son William, who operates the gill-netter COMANCHERO

HANNAWA

1920 Shp. bd. frt.

Have envelope on her in Lg. G.S. File under SHIPPING BOARD
VESSELS

HANSEATIC

Hamburg Am. Lines

Ex. "Empress of Scot
land"

Lg. G.S.File under CANADIAN PACIFIC RAILWAY CO.
Also Lg. G.C.File; ATLANTIC LINERS (U.KReport 1/7/1967)

HAPPY HOOLIGAN

Yukon River craft

1. No picts.

Built in 1905

Was a house barge---towed around by a small stern-wheel steamer.

2/6/1907 call her a 'gas-launch' and one of the more famous small craft on the Yukon.

She was built on P. Sd. and taken to Skagway by steamer. From there she was shipped over the W.P. & Y. R.R. to Whitehorse. Had the 'Blake & Simmons' Vaudeville troupe on board. Was put in the Yukon and she towed a barge with the troupe on it, to Fort Yukon. There the troupe broke up in a free-for-all and scattered. From there the little vessel was taken to St Michael, then to Nome and shipped back to Seattle, arriving there in ~~Feb~~ fall of 1906.

D.A. Disp. 2/5/1907 says the launch "Happy Hooligan" arr. back at Seattle and was in a 'sorry shape.'
D.A. Disp. 5/9/1905 W.G. acct. of the 41' x 9' river str. "Happy Hooligan" and her steam life-boat "Gloomy Gus." They had been shipped to Skagway on the "Al-ki".
Capt. F.E. Simmons, with Tommy Johnson, in eng. room.

HARDANGER

Norwegian M.S.
(1954)

She was launched Jan. 20, 1954 and replaced a vessel of the same name.

Length 400' (b.p.) x 58' x 37.3' Deadweight, as an open shelterdecker, about 7600 tons and as a closed one, about 8690 tons. Gross tonnage (open) 5219 tons; net tons (open) 2759. Built at the Bergen shipyard by the Westfal-Larsen Co. Line.

Has a swimming pool on port side of her foredeck. Also is fitted with accommodations for 50 men crew, mainly in single cabins. Also carries 12 pass. On her trials she made 18.8 knots and has a service speed of 15.5 knots.

She came from North Europe to B.C. then on to Ketchikan Alaska where she loaded July 21 to 26 with pulp for Buenos Aires, Argentina, to be the first foreign vessel to load out of Wards Cove.

M.D. Aug. 7, 1954

Built by the Bergens Mekaniske Versteder Shipyards at Bergen Norway and delivered to her owners, Westfal-Larsen Line on June 15, 1954. First of 3 sisterships ordered.

① Stbd. near broad, after launching. (Mag. cut)

HARO

Canadian tug boat.

1. No picts.

M.D. 3/21/1959 Tug recently acquired by Van. T.B.Co. from
Cliff Tugboat Co. and well known on B.C.Coast. She will
get the 805 h.p. Union Diesel from the old "LaPointe"
which in turn is being repowered with 1200 h.p.

HAROLD BLEKUM

Schooner
1915

D.A.Disp. 1/27/1915 pp. 4; Sch "Harold Blekum" dropped her hook at 21:00, Dec. 25th, 1914 in Kallup Anchorage. Gale of wind---dragged anchor all night and on morning of 26th made it to Uyak Bay. She had to 'slip her anchor' and had no spare. S.W. gale and she blew ashore. Capt Walter Tinn. Floated clear and the Capt. and crew all . left her and she again drifted ashore---this time on a sandy beach about 9 miles from Uyak Bay. The storm quit on the 27th. They kedged her off and towed her to Kodiak with the gas-boat "Hunter". She is awaiting a marine survey. She is 112' long and 192 tons gross.

D.A.Disp. 8/30/1916 pp.5 She arr. S.F. under Capt. Magnuson. Owned by W.J.Erskine of Kodiak.

D.A.Disp. 12/31/1916 pp.4 Sch. "Harold Blekum" arr. Seattle Has 350 tons cargo for Kodiak, but due to numerous storms on the B.C. and Alaskan coasts, she was forced back to port.

D.A.Disp. 1/3/1917 2-masted sch. "H.B." towed to Seattle from Port Angeles on 12/25/1916 by the tug "Manila" Has on board Capt. Magnusen and an 8 man crew. Reports an extremely harrowing trip. Had left S.F. for Kodiak and was but 16 miles out of Kodiak where the crew had planned to spend Xmas, when strong, cold, adverse winds sheeted her with ice and drove her out to sea. The crew could only spend half hour watches at a time. She is owned by W.J.Erskine of S.F. and Kodiak.

HAROLD DOLLAR

Pacific Coast Wooden Steam Schooners

Lyman

915 tons; built 1904 at Fairhaven for the Dollar S.S. Co. by the Bendixsen yards.

Fitted to carry passengers and 975-M ft. lumber.

Had 500 h.p. triple expansion engine from Risdon Iron works.

Transferred in 1910 to the Graywood S.S. Co. and re-named "Graywood"

Foundered without loss of life off Umatilla Light ship, Oct. 25, 1915

D.A.Disp. 3/8/1906 says she was in distress off Santa Barbara and tugs were out to her rescue.

HAROLD D WHITEHEAD

Liberty Ship of
A.S.S.Co.

1. No picts.

Operated for several seasons by the A.S.S.Co. after War.II. she was sold in Jan. 1951 out of the Olympia reserve fleet to the Boise Griffin Co. of New York.

M.D. Feb. 3, 1951

Chartered by A.S.S.Co. (NOTE BOOK No. 1. pp 10)
More info. Lg. G.S. File under LIBERTY SHIPS
More! Lg. G.S.

HARRY GUFFY

New 80' troller

1. No picts.

Info. Book 36; Page 23

PHP

3.

HARRY LUCKENBACH

C-3 Freighter

1. Port broad, slow. (Porthole)

See card on Luckenbach S.S.Co.

Emp. 7/17/1922 S.S."Harry Luckenbach rammed and sunk the
st. sch. "Henry T. Scott" near Neah Bay in heavy fog
early yesterday morning. Four crewmen on the H.T.S."
drowned. She went down in 5 minutes. The "H.L." was
undamaged.

HARRY LUNDEBERG

American prt.
Gypsum Co.

1. Pict. and info. Book 41; pp. 28
2. Self-unloading S.S. Book 42; pp. 8.
3. V.G. pict. and info. LOG Aug. 1955 pp. 52

HARRY LUNDEBERG

2nd of name---

1. (Info. on both vessels)

Album 43.

HARTFORD

Adm. Farragut's ship.

1. Good pict. in Apr. '52 SHIPS & SAILING Page 41.

HARTWOOD

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

946 tons, built 1916 at Hoquiam, by Matthews for
the Hart-Wood Lmbr. Co. of S.F.

Carried 1250-M ft.

650 h.p. triple ex. steam

Wrecked on Pt. Reyes, June, 27, 1929.

XXX

Album 15.

Album 16.

HARTWOOD

Wood steam schooner.

1. Port, broad, slow in stream. CC. VG
2. Port, broad, floating high, bow near rocks.
See Album 16.

HARVARD

Pacific Coast str.
1907

A ship of this name was on the rocks in Vancouver narrows
Dec. 6, 1907. Bound for Alaska. Seas were pounding her
hard and it was believed she would become a total loss.
See NOME NUGGET for this date.

XXX

Album 16.

PCA 6

Album 25

Book 38

HARVARD

Large coast Pass. str.

1.

Stbd. broad, forward half gone; after half on even keel, resting on bottom near combers on beach.

2.

Stbd. bow from the air shortly after being wrecked.

3.

Stbd. bow from air.

4.

V.G. 8 x 10 Neg. no. 2639

Rammed and sunk the old gold rush steamer "Excelsior" in S.F. Bay Jan 8, 1916. No lives lost.

A little more info. in 1947 DIARY Page Jan. 3.

Wrecked on rocks; Pt. Arguello, May 30, 1931
MORE INFO. BOOK 36; Page 77

D.A.Disp. 2/8/1916 says the "Harvard" rammed the "Excelsior" just inside the Golden Gate yesterday. 21 crewmen were removed from the sinking ship. One man is missing. "Harvard" was undamaged.

See pp 34 SB Bill of Facts. No. 50 for info.

HARVEST QUEEN

Old Col River wet-
ass.

1. Pict. of model of her. Book 41; pp. 51.
2. Pict. and some info. Album 48; pp. 4.

XXX

Album 16.

HARVESTER

Large freighter.

1.

Port bow, blown aground a/s long pier; storm wreckage.

May have had some trouble Oct. 21. 1934

HASCAL

Yukon River steamer

1. No picts.

She was a Government stern-wheel str. Offered for sale
along with the steamers "Van Vliet" and "Lieut.-Smith"
in 1905

HASSALO

Album (23)

Col River Wet-ass.

1. Stbd. bow, in rapids, upper Columbia River.
2. Stbd. bow in Cascade rapids. (Lewis & Dryden)

Info. in Book 37 page 32

HASSLER

Album 6.

Old U.S.Rev. cutter.

Album 26

Later "Clara Nevada"

1. Stbd. broad, at anchor near wooded hills. VG
2. Stbd. broad, at anchor near wooded hills. (same)

Built 1872 at Camden. N.J. 319.49 gross; 133 net;
154' x 24.7' x 12'

As U.S.Coast Survey str. she arrived at Sitka 5/7/'92
Lieut. Harber, commanding. (Giles B. Harber)

HATFIELD

P.C.A. ⑤.

Joe Williamson's
Yacht

- ①. Stbd. broad, anchored in still harbor near shore.

HATIEH REPUBLIC

See S.S. "Portland"

1. Picts. as the "Portland!"

Info. Book 35 Page 16

HATING

Old Str. Unit of CNR.

"Princess May"

1. No pict.

10/26/1901 Was in D.D. at Van. after being wrecked on Lasquettt Id. during a fog. Had 175 pass. Capt. Gosse. Raced and beat the "Humbolt" in Clarence Straits 9/14/'01 Correction: She ran on Lasquettt Id. about Oct. 22, 1901 as the "Danube" reported the accident at Wrangell on 26th K.M. Journal 10/26/1901 says 'she was high and dry, and would make no more runs this year, leaving the British trade to the mercy and care of the "Danube"..." ADD TO ABOVE: She hit rocks in p.m. Oct. 10, 1901 in dense fog 170 pass. and \$300,000 in gold. Capt Gosse beached her nearby where she filled up with the tides. 1st Mate Neurotos of the ill-fated "Islander" was on the bridge with Gosse when she hit.

Renamed from Arthur Cass" to "Hating" in Apr. 1901

Nov. 2, 1901 she ran on rocks on Lasquetti Island (Str. of Georgia) southbound from Alaska with 175 passengers. Later refloated considerably damaged, and towed to Vancouver. No lives were lost.

Believe she later became the S.S. "Princess May"
Check time element---Nov. 2 1901 incident is correct. (See cards on "Princess May"

As the "Hating" she raced the "Dolphin" on several occasions---one being from Ketchikan 7/21/1901 and the result was not settled. It was believed the "Dolphin" was faster in race side by each but "Hating" made better time port to port.

7/11/1901 She and the "Dolphin" both arrived Skagway on one screw---stbd. engines on both were 'out' Racing again
Repairs were made at Skagway.

6/21/1901 Capt. Joe Gosse brought "Hating" to Skagway on her first trip to this country. 1600 ton steel steamer, built at Newcastle on Tyne Had been spelled "Hattian" prior to her arrival here.

(2)

HATING

Canadian steamer
"Princess May"

D.A.Disp. 10/17/1901 Str. "Hating" ashore in B.C. waters.

D.A.Disp. 10/24/1901 "Hating" can be refloated---She is ashore on Jarvis Island.

D.A.Disp. 11/2/1901 "Hating" ran on rocks on Lasquetti Id. last week and was badly holed. Had 175 pass. and all are O.K. She has been refloated and is now in the D.D. at Esquimalt, B.C.

HATTIE GAGE

Old A.P.A. steam tug

1. No picts.

D.A. Disp/ 1/26/1909 says Capt. Farrar exonerated of chg. of cowardice, by Marine Inspectors. So was Capt. Hamilton of "Kayak"

This tug commanded by Capt. Farrer was one of the two tugs that lost the "Star of Bengal" on Coronation Island. See large file card on " " " .

In JUNEAU CITY MINING RECORD dated Oct. 1, 1891 she was termed a steam schooner and the article stated that her master, Capt. C.P. Andrews was fined \$100. for violation of navigation laws ----pretaining to licensing of officers.

ALASKA TIMES (Sitka) 1892 says the Str. "Hattie Gage" Capt. Downs arrived at S.F. from the West Coast of Alaska. and was involved in a court trial.

ALASKAN (Sitka) 7/4/'91 Steam sch., Capt. Downes, arr. Tacoma and was to go to Western Alaska to look over coal deposits, etc.

ALASKAN (Sitka) 5/8/'97 says she was owned by the North American Comm. Co. at Kodiak and was sent out to the wreck of the sch. "Therese" in Coal Bay in Mar. 1897

HATTIE HANSEN

Sm. old P. Sd. ferry

No picts.

a heavier gust came up and with a sea she laid over then didn't come back up---filled and sunk. Saw no sign of life Tug "Wm. Jolliffe" went out but found no trace. Later one body with a properly fastened life belt was found and the two lifeboats and davits found adrift too. All hands died crew of 4 and about 8 or 9 pass.

She was a propeller, 82' x 15' built at Pontiac, on Lake Wash. in 1893 and brought down the Duwamish River to the Sound. O.L.Hansen, owner and J.J.Hansen, master. She succeeded the "Quickstep" on the Dogfish Bay run---now Liberty Bay. Continued there until, 1898 when she went on the Hood Canal run, carrying mail. Service lasted about 2 months, when the "Delta" took over and she went back on the Poulsbo run until 1902. Capt. AlfHostmark was Master.

In Mar. 1903 she was owned by J.F.Curtis & Sons and ran by Capt. A.H.Curtis. Replaced the "Peerless" on the Everett-Coupeville run and was on the run until the larger "Whidby" was built for the "Seattle-Whidby Id. run, then she was sold to B.C. parties in 1907 who renamed her "Sachelt" and placed her on the run from Van. B.C. to SACHE In Mar. 1911 she was on the Victoria-Sooke run but was not considered fit for the winter Straits of Juan run by old timers on the waterfront. Their forebodings were realized before the end of the month.

She left Mar. 24th for Sooke, stopped at William Head, cleared Beechy Head a mile or so off then hit the full force of wind up the Straits; An Indian witness on shore told what happened: She hit the wind, laid over, righted, then

HAVANA

Halibut schooner

1. In Tongass Narrows 3/20/'54

(PCA--7)

HAVANA

Book 29

Ocean Liner.

1. Stbd. broad, still; (VG Magazine cut)

MORE INFO. BOOK 36; Pages 3--14

Rebuilt by the Todd Seattle Dry Docks, Inc. for the Ward Line of New York, and departed Seattle Jan. 1928 Renamed "Havana" and had previously been the Navy Hospital ship "Comfort" Taken over again in War II and back in service as the Navy Hospital Ship "Shamrock"

Book 32

HAVANA ZEPHYR

Mississippi River tug.

1. Port broad, slow on the River. (Mag. cut)

Built by the St. Louis Shipbuilding and Steel Co. of St. Louis, in 1946. for the Street Towing Co. of Zephyr Illinois. 126' x 29' x 9' depth and draws $6\frac{1}{2}$ ' aft. Powered with twin 6 cyl. Superiors rated at 990 h.p at 360 r.p.m. 14 $\frac{1}{2}$ x 20 and turbo-charged (bore and stroke)

Will handle 10 10,000 bbl. oil barges which is 4-million gallons of oil or gas, or 15,000 tons bulk. Capt. Frank S. Crawford, pilot and Capt. L.E. Trovillion master on maiden voyage. (Motorship Aug. 1946)

HAWAII

Old 4-masted brigtn.

1. Stbd. broad being towed by "Lincoln" Book 38; pp 54

PHP (3)

HAWAIIAN

C-4 Frt.

American-Hawaiian Line

1. Stbd. broad, speed from the air. (Porthole)

Info. page 67 in Book 37.

HAWAIIAN CRAFTSMAN

Am.-Haw. Liner

1955

1. V.G. mag. pict. in Aug. 1955 LOG pp. 15.

HAWAIIAN ISLE

APA Sailing ship
"Star of Greenland"

1.

See file card on "Star--"

HAWAIIAN PILOT

Am.- Haw. Liner

1. Collides with "Jacob Luckenbach" Book 40; pp. 54-58
60

PHP (3)

HAWAIIAN PLANTER

Unit of the Matson
S.S.Co. (C-3)

1. Port broad, speed from the air. (Porthole)

Built at Pascagoula, Mississippi in 1945 along with her sister ships the "Hawaiian Craftsman" and "Hawaiian Banker"

492' x 69' x 29' 10384 gross; 8500 h.p. turbines drive her at 18 knots with a service speed of 16 knots. Her original name was "Sea Pagasus"

All three ships are used in hauling general cargo from Seattle, S.F. etc. to the Hawaiian Islands.

M.D. 12/2/'50

Complete info. Book 37; page 65

Collision with tug, "Columbia Queen" Book 41; pp. 35

Collides with barge on Col. River Book 40; pp. 60-68

M.D. Nov. 22, 1953 says the S.S. "Norman Monarch" a British vessel grazed the Matson Nav. Co's. "Hawaiian Planter" when maneuvering into a berth at Pacific Terminals at New Westminster B.C. last week. Wind caught her and swung her into the bow of the "Planter", causing negligible damage to her bow plates and rail stanchions.

HAWAIIAN PLANTER

Matson liner 1955

1. Pict. and info.

Album 43.

HAWAIIAN RANCHER

Matson Line frt.

1. VG. pict. (S&S Fall 1956; pp. 36)

Collided with and sunk the Nor. Frt. "Fernstréam" in S.F.
Bay. See Book #34; pages 38, 41, 44.

Book 52

HAWAII MARU

Jap. Frt. Prewar.

1. Stbd. bow, speed. V.G. (Mag. cut)

Collision with "Sonja"

Book 40; pp. 51.

HAYDN BROWN

No. 95434

Sailing hull-barge

1. No pict.

May 13, 1912 she broke loose from the tug "Pioneer" in the Gulf of Alaska, during a storm and drifted ashore on Montague Island, two days later. Seven of her crew were lost and only one, August Palmer made shore safely. Palmer says he is going to quit the sea as this is his 11th wreck and getting too near his 13th. He had trouble with bears on the Island before being taken off.

The "Haydn Brown" was built in Newburyport, Mass. 1876 and grossed 709 tons. She was 162' long.

D.A.Disp. 5/23/1912 tells August Palmer's story: He says the tug had to cut loose to save herself---the helpless barge drifted around for two days before going ashore. He was alone on the island for 4 days before being picked up by the "Armeria" (U.S.L.H.S) Says he owes much to the bears on the Island---they kept him on the move... Ironically, Palmer, after being rescued by the "Armeria" was also on her when she wrecked a few days after the "H. Brown" went ashore.

D.A.Disp. 5/21/1912 Had left Seattle 3/16 for Akutan Pass, under charter to the Alaska Whaling Co. 1100 tons frt. and 25 men. Towline cut on night of May, 10th The tug and tow had unloaded frt. and pass. and was on way south 7 men and Capt. L.D.Peterson were lost.

1. Bow view coming through the Stikine rapids.
2. V.G. Colored cover. Alaska Sportsman Apr. 1943
3. Speed on Stikine River. (PCA-10)
4. See PICTS in A/S Story on Stikine River Aug. Sept. '64

Launched in Aug. 1933

Designed by Syd Barrington.

93' x 25' x 16" and has two 135 h.p. Superior diesels.
Has Joe's reduction and reverse gears and makes 11 knots.

Empire: 5/10/1919 "Hazel B. No. 3" Capt. Syd. Barrington
makes the first trip of the season up the Stikine to
Telegraph Cr.

Emp. 4/23/1925/8 "Hazel B. No. 2" launched at Wrangell.
Reputed to be the first twin screw riverboat in world.

HAZEL DOLLAR

D.A.Disp. 1/12/1917 pp.4 "Hazel Dollar" left Seattle today with frt. for S.E.Alaska ports.

NOTICE: I find no record of a vessel of this name in the Blue Book for either 1916 or 1918 (There was no B.B. printed in 1917)

HAZEL ROBB

Cannery tender.

1. Pict. at Ketchikan Oct. 1954
2. 2--VG at Ketch. City Float 4/19/'54 (PCA--7)

Empire: 4/30/1920/6 Broke loose from her anchors at 08:00
on the 25th. in Kwain Bay, near Tree Pt. in a storm.
Blown over a reef, broke her rudder, and holed but was
saved by the boat "Constance", Capt. Sam Bartholomew,
who managed to get a line to her and towed her to safety

HAZELTON

Wet-ass on
Stikine 1906

See account concerning her on back of card on "Mt. Royal"

H.B. JONES

Old Tee Hbr. tender

1. Fair pict. underway near shore. (Book 48; pp. 44)

H.B.KENNEDY

Lg. P. Sd. pass str.

1. Stbd. qtr. at old Coleman Dock. All white, two stacks
From Seattle P.I. clipping.
2. Same pict. (taken before 1920) (Spiral 15; pp 28)

Info. Book 36 Page 22

Book 33.

H. B. LOVEJOY

Wooden steam schooner
"Salmon King"

1. Stbd. bow; being launched. (Good Mag. cut)

Slid down the ways at the old Ballard Shipbuilding Co. yards in Ballard in 1918. 1067 tons she operated faithfully in the coastwise lumber trade until the 30's when she went on the retired list and was finally broken up. Her hull was sunk as a breakwater at San Pablo Bay

M.D. 12/23/50

H.B. LOVEJOY
Pacific Coast wooden steam schooners.

"Salmon King"
Lyman
Built 1918

1076 tons and of 1000-M foot lumber capacity, was built at Seattle by the Ballard Shipbuilding Co. of that port. She was powered with a compound engine of 600-hp from the Union Iron Works. In 1926 she was bought by yhe Crosby Fisheries of Seattle, who renamed her the Salmon King. She was laid up at S.F. after her arrival from Bellingham in March 1930, and was dismantled there in 1939.

Emp. 4/27/1921/7 The frt. "H.B.Lovejoy" is stranded on the mud flats at anchorage and her rudder-post is broken. Ran into a bad blow on the way North and lost part of her deck-load and shifted her cargo. Is being repaired

H.D. COLLIER

Book 29

Lg. Std. Oil Tanker.

1. Stbd. broad. passing out under Golden Gate Bridge.
(Magazine cut)

12,800 ton Standard Oil Tanker. was torpedoed by the
Germans (submarine) in the Arabian Sea. She was named
for the Company's president who was a sea-faring man,
having served as third assistant engineer during the gold
rush to the Klondyke on the old "Cottage City"
MORE INFO. BOOK 36; Page 21

HEALTH

P.C.A. 6

Terr. Health Dept.

Ex "Anna"

Ex "B.S.P. 1051"

1. Port bow at Rock dump float: Juneau. (Good)

Pict. taken when she was headed North for the first time. Capt. Einar Haugen is in her and Al Lindegard was Mate then Asst. Eng.

B.S.P. 1050 is a Martinolich built barge and is one of five that the A.T.S. condemned for outside use due to structural defects. Powered with twin V-8 Caterpillar diesels. She is 105' long.

While laying at Juneau in Aug. 1949 she was hit by the corner of a scow that Capt. Lynn Jorgensen of the F.W.S. "Crane" was manouvering alongside. Damages to the stern were considerable and it was discovered that the area was rotten. She was repaired at Ketchikan before heading north for her first season.

Capt. Clarence Grunning in command in 1952 when she left Seattle in Jan. 1952. New 21 h.p. Lister Diesel Generator plant installed at Rowe Mach Wks. in Ballard. Hazel Blair is still ships doctor. M.D. 2/23/52

HEALY

Yukon River steamer

1. No picts.

See "John F. Healy"

HEALY I

Ex. Navy YMS

1. No picts.
2. Burning in Lake Union. Book #34 page 29.

See index of fire in 1952 Daily Journal.

Sank June 7, off Yarrow Pt. after explosion and fire. Raised by Otis Shively and his tug "Alitak" and towed to deep water between Fairweather Pt. and Sand Point then filled with water and sunk in 185' of water.

Firemen fought the fire, which destroyed the ship for 13 hours after a short circuit ignited 2000 gals of diesel fuel and 1000 gals of gasoline.

M.D. Oct. 18, 1952

Album 11. Book 32

HEATHER

Album 5.

U.S.L.H. Service.

1. Stbd. broad, speed as Lighthouse tender. VG
2. In group picture. Bristol Bay.
3. Stbd. bow, still Seattle Hbr. (Mag. cut)

Built in 1903

She arrived in Singapore, supposedly to be scrapped in Oct. 1948 but reports state that she is now in active service in the Singapore-Dutch East Indies trade.

When she left Seattle she was in command of Capt. Martin Gagino who purchased her from the Gov't surplus.

Marine Digest 10/30/'48

Built 1903 at Seattle, Wn. 731 tons; 750 h.p. steam
165' x 28.5' x 14.9'

MORE INFO. BOOK 36. Page 9
MORE INFO. BOOK 35; Page 39

P.W.B. Nov. 1952 mentions a new 189' C.G. vessel of the
name as a successor to the old "Heather" and is stationed
in the 11th C.G. Dist. (Southern Calif.) Page 7.
4/22/1948/ Sold for service on the China coast.
In collision with ferry CHIPPEWA in fog off Duwamish Hd.
in mid-Dec. 1944.

HECLA

Old Alaska bark

1. See Pict. and story in A/S Feb. 1964 page 20

HEGG

Juneau mail-boat
1906

See card on "A.E.Hegg"

Book (29)

HEIAN MARU

Jap. steamship

(1) Port broad, still. (Mag. cut) Same as "Hiye Maru"

Former express motorship of the famous Japanese N.Y.K. Line. Reported seized along with all the others of the fleet by the Jap Army during War. II

Converted to a Jap. sub tender during the War. and was later bombed and sunk by U.S. Navy planes on Feb. 17, 1944.

M.D. 9/9/'50

PHP

3.

HEIAN MARU

New Jap Frt. 1951

1.

Stbd. broad at pier. (Porthole)

New NYK vessel named for the old ship of that name.
Built 1951. 438' x 26' 3" x 9400 deadweight tons.
Service speed of 14.5 knots. Will operate to Pacific
N.W. from Japanese ports.

M.D. Nov. 17, 1951

HELEN

Med. Canadian frt.

1. No picts.

Info. Book 36; Page 74

HELEN

2-masted schooner
Alaskan

1. No pict.

50 tons burden; commanded by Capt Simpson, was wrecked on
Capt Pankoff, Alaska Peninsula Sept. 7, 1893 during a
severe gale. All hands were saved.

HELEN

Sealing schooner
1894

ALASKAN (Sitka) 5/3/1894 says sch. "Helen" Capt. Henry Strong wrecked in Port Mulgrave, Yakutat Bay today. Had lost her rudder at sea, made port, was nearing beach to be beached for replacement when she hung up on a reef. She capsized on ebb tide 27/82 tons; Crew of 15 men O.K. Owned by Edward Simpson of Seattle and was sold as was, to Capt. Storey (Torey) of sch. "Alice" for \$120.00. He Planned to repair her and have her sealing to westward by Aug. 1st '94.

Book 31.

HELENA MODJESKA

Liberty ship

1. Two halves drifting -- taken from above. (News cut)

9/16/1946 Mystery in death of old Alaska run skipper,
Capt. Wm. H. Curran of Seattle who was Master on this
vessel stranded in the English Channel. His body was
found on deck 24 hours after all her crew taken off.

HELEN BREWER

Bark (main skysail
yarder) Steel hull.

1. Stbd. broad at old pier. (P. 41. July 1951 S.&S.)

1607 tons. Built in 1891 in Scotland for the Honolulu-to-New York trade (sugar). Mar. 7, 1903 she cleared Sourabaya Java, for Delaware and was never heard from again.

HELEN BRUCE

Yukon River steamer

1. No picts.

See "Fortune Hunter"

HELEN CONRAD

Codfish schooner

1. No picts.

Info. Book 36; Page 46

HELENE

P.C. Wooden Steam Schooners

Lyman

672 tons; Built at Hoquiam, Wn. 1906 by G.F. Matthews
for Emil T. Kruse, S.F.

Carried 750-M ft. lumber. Had 450 h.p. compound
engine from Willamette Iron & Steel Works.

Scrapped in the middle 1930's

HELEN MAR

Steam whaler
1892

ALASKAN 1/14/1893 says she was crushed in ice. There was only one survivor and he will loose both feet. He was picked up by the whaling bark "Jessie Freeman"

On the card designated Whaling Ships is two others one the "Helen Moore" and the other "Helen Mary" these may all be the "Helen Mar" Check Blue Books.

HELEN MAR

Old whaling bark.
Alaskan

1. No pict.

Juneau City Mining Record Oct. 6, 1892 She was wrecked by being crushed in the ice while cutting up a whale. Capt. Thaxter was in command. Word was brought to S.F. by the steam whaler "Beluga" Only 5 men in her crew of 33 were saved. A number of the men managed to make it on the ice but diēd of exposure etc. The 5 who were saved had been about 48 hours on the ice before being rescued by the steam whāler "Orca" Later another whaling ship named the "~~Re~~āndeer" was also on the scene.

HELEN P. DREW

Pacific Coast Wooden Steam Schooners

Lyman

286 tons; built 1904 at Hoquiam by G.H.Hitchings for the L.E.White Lmbr. Co. of S.F.

Carried passengers, and 280-M ft. lumber. Had 235 h.p. compound steam from Fulton Iron Wks.

Passed in 1917 to the Goodyear Redwood Co. and in the early '30's to the Beadle S.S.Co. A few years later she was acquired by the Gardenia Packing Co. of S.F. who fitted her out as a floating sardine reduction plant.

She was laid up at S.F. Sept 1936.

1. Pict. and good info. pp 47; Sept. '53 S.&.S.

HELEN T

Old type cannery tender

1. VG. Pict. at Ketch. City Float. Oct. '54 (PCA-7)

This 55' boat was used on the Beaver Falls project at Ketchikan in 1954 and 1955.

Exploded and sank Jan. 18, 1956 Roche Hbr. in the San Juan Islands. Two crewmen uninjured. (Book 39; pp 62)

HELGA CAROLINE

Sm. old Schooner
Juneau 1895

1. No picts.

She left Juneau July 29, 1895 with a party of prospectors for the Turnagain Arm country in Cooks Inlet.

4/21/'94 under Capt. O. Peterson, of Tacoma, she arrived at Sitka bound west on a sealing trip.

3/23/'95 Left Sitka on a sealing trip.

Book 32

HELLAS

Old Finnish Bark

1. Stbd. broad under full sail.

Not much on her except a short story on Arvid Franzen Seattle ship-breaker. Franzen shipped out on her at the age of 18 in 1897. She was commanded by a Capt. E.W.Sucksdorff who was still alive at the age of 80 and living in Helsingfors, Finland. Franzen has a fine beach tract about a mile north of Picnic Point near Edmonds and has burned and scrapped over 20 ships which have all been buried in the sands.

M.D. July 23, 1949

P.C.A. (5)

HELMAR II.

Petersburg yacht

(1) Port broad at slip; Petersburg Aug. 29, 1948

HELORI

Old Seattle yacht.
About 1914.

1. Info. only Book 41; pp 51.

HEMLOCK

Old U.S. Lighthouse
tender---

From 20 yrs. ago today in M.D. July 3, 1954

'New vessel being built for the U.S.L.H.S. had
passed her trial runs very handily. Built by Berg
Shipbuilding Co. 174' x 32' and cost \$300,000
Cruises at 12.8 knots.

HEMRICH

Yukon River steamer

1. No picts.

See "Katie Hemrich"

HENDERSON

Post Card Album 1.

Large U.S.A.T. (Old)

Book 29

1. Stbd. nearly broad, nearing Juneau dock with Pres. Warren G. Harding party.
2. Stbd. qtr. leaving Tacoma with Harding party;
for Alaska. Magazine cut)

Was under command of Capt. Borkland of Seattle when she brought President Harding and party to Alaska in 1923

Some info. Book 36; Page 21

See card in Juneau file on JUNEAU PRES. OF U.S. ARRIVES.

Add. Emp. 7/27/1923 Transport "Henderson rams U.S. destroyer
"Zailin" in fog at 08:00 today near Port Townsend, Wn.

There is also a card in Blue Files on ARMY TRANSPORTS.

See card on COLLISIONS--VESSELS Emp. 7/30/1923 Unidentified
str. rams 5-masted bktn. "Monterey" in fog and speeds
away. and later on 8/1/1923 "Henderson" identified
as mystery ship in collision.

PHP ③
Book 33.

HENDERSON

Old Columbia River
Wet-ass. Towboat.

1. Stbd. broad, near shore, Movie scene. (Mag. cut)
(In Pacific Motor Boat, Oct. 1951 Page 29)
- ② Pict. of foredeck showing old cars used in filming
of "Bend in the River" (Mag. cut)
- ③ Port bow; racing with "Portland" (Porthole)
4. Stbd. qtr. sunk, upright in shallow water. Dec. 11 '50
Page 23; July 1951 SHIPS & SAILING
5. Good near broadside sunk; Page 25 " " July 1951
6. Good pict. as the "River Queen" speeding by Cape
Horn on the Col. River. (P. 65; Apr. '52 S.&S)

PWB Jan. '57 pp 5;) Damaged in collision recently with the
Liberty ship "John M. Schofield". While moving the ship
across from storage to Longview. Swells while laying a/s
PWB May 1957 pp. 15. Vg. picts. and latest info on her.

Story and some information on her in P.M.B. Magazine
for Oct. 1951 Page 29. (Saved whole issue)

Built in 1912----the hull of this vessel is a successor
to an older "Henderson" built in 1902

Used by Universal-International movie Co. which was making
a picture on the Columbia (And on the Sandy River)

The picture is 'BEND OF THE RIVER' The "Henderson"
in the picture is called the "River Queen"

M.D. Sept. 15, 1951

In the race with the "Portland" Capt. Sidney J. Harris
(Happy) Harris) is Master. James Stewart, Movie star,
was aboard.

See story Page 16 Mar. 1952 P.M.B. (Workboat Journal)

Good story of sinking in July 1951 SHIPS & SAILING

Good pict and story Page 29 PMB Oct. 1951

MORE INFO. IN BOOK 37; page 44
VG. late (1956) info. Book 44; page 34. -45-56

HENRIETTA

Album (22)

Clipper steam sch.

(1) Port broad, in Ketchikan Harbor.

Believe this is the vessel of that name that was in Skagway 7/9/1906 as a frt. unit of C.P.R. loaded with lumber and live stock.

Was in Skagway 3/4/1907 from Van. B.C. with frt.

D.A.Disp. 8/31/1908 says she picked up the pass. of the wrecked Norwegian str. "Transit" which wrecked near Prince Rupert.

D.A.Disp. 9/19/1905 Collier "Henrietta" arr. Juneau today.

Empire: 7/3/1920/2 "Henriette", old steam sch. familiar on Pacific Coast waters is now a sailing craft in South Pacific waters according to Capt. A. Woodside, of S.F. who purchased the vessel from the Grand Trunk Col of B.C. (Pacific Coast Nav. Co.) after they wore her out. He removed her steam engines then rebuilt her and rigged her as a topsail schooner for about \$85,000.

She was originally built as an iron bark under the French flag. Was wrecked on the Col. River Bar and sold 'for a song' to Japanese interests who raised her and installed two steam engines in her. They made barrels of money with her. Later she passed to seven successive owners who all made money with her before finally passing to Capt. Woodside.

HENRIETTA

Sealing schooner
Sitka--1892

9/20/'92 commanded by Capt. Pinckney, she was seized for illegal sealing and towed to Sitka by the Rev. cutter "Corwin"

11/25/'93 Br. sch. "H" released to her master Capt. Macyah Pinckney and departed today for Victoria, B.C.

HENRIETTA

Old iron hulled barge
(Canadian)

1. No picts.

Was towed into Skagway June 19, 1903 by the tug "Escort No. 2" Had 124 steers, 250 sheep, 5 horses and 50 hogs for transshipment to Dawson. DAILY ALASKAN (Skagway)

① Port bow, juggling "Western Larch" type barge. (Mag.)

Book 32

HENRY BAILY

Old Sd. Wet-ass

1. Port broad, slow near shore. (Mag. cut)

Seattle Times 8/28/1967-----The steamer HENRY BAILY was built on the banks of the Puyallup River in 1888 by John J. Holland for the Pacific Nav. Co. headed by Gen. J.M. (Jim) Ashton. Built expressly for the Skagit River route and served that route for many years.

Her first purser was Joshua Green (later of P. Sd. Nav.Co Next purser was Frank Waterhouse (Later of the famed shipping Co.) Fred H. Marvin, later outstanding in Tacoma water front circles served as purser on her some time later)

In 1894 she struck a snag on Freswater Slough and sank. Raised, repaired and sold to Chas. H. Lilly who renamed her CITY OF CHAMPAIGNE. Lilly later sold her to H.H. McDonald and W.P. Gilkeson. In 1899 a completely new hull was built, and the house of the original vessel was moved on to the new hull, known as the SKAGIT QUEEN

HENRY C DENNIS

Sealing sch.
1892

9/23/1892 she arrived at Seattle from the Siberian Coast with 2400 skins.

Wrecked on Japan Coast near Hakodate 4/13/'94, Capt. E.H. Miner, Total loss; sold to Japs for \$800. Was insured for \$8000. Built 1882 at Essex, Mass. by Brown, Pray & Norton and came to the Pacific in 1890 Went sealing that year and was sold in '91 to Mr. J.C.Nixon of Seattle.

1/9/1889 under command of Capt. R.O.Lavender, she was due to arrive soon from the East Coast. 60 ton sch.
ALASKAN (Sitka) 3/28/'91 says she left S.F. with naptha launches and is the 1st. vessel fitted with them.
Experiment will be closely watched.

HENRY FINCH

No. 96613

Sm. str. (May have
been sal. tug.)

1. No picts.

D.A. Disp. 6/30/1902 Str. "Henry Finch" here; to dive for
the "Islander"
D.A. Disp. 7/5/1902 pp-2; More V.G. stuff on the tug "Henry
Finch"
D.A. Disp. 7/22/1902 "Henry Finch" was rammed while laying
at the Douglas wharf at 00:30 this morning by the str.
"Anna Baron" which was docking there. Some damage.

Built 1902 at Seattle, Wn. 52 gross; 20 net;

52.5' x 12.8' x 5.7' (Gas-boat)

She was in Juneau June 28, 1902 commanded by Capt. H. Finch who was going to try to raise the "Islander"

There was a story of the Finch family in M.D. 3/31/51 Great grand-father Finch was a diver in the British Navy, Grand-father was a commercial diver in Eng. and the U.S. Henry Finch, Sr. devoted almost his entire life to diving East Coast, Great Lakes and around Seattle. His son Henry Jr. is now carrying on the family tradition.

The article by R.H.Caulkins in 'Observations from the crows nest' says they dove the 14,000 ton Islander in 1902 with a diving cage, but due to 'position' of the vessel couldn't get at the strong room. They decided to wait a few years until she broke up. That was Finch, Sr. he died in Seattle a few years later at the age of 75 and his son Henry, Jr. made another unsuccessful attempt to dive the "Islander" some time later.

Lorn Reed Finch, son of Henry S. Finch died of carbon monoxide poisoning on the tug enroute to S.E. Alaska in 1904 at age of 28.

HENRY FOSS

Album 13.

Book 29.

Foss L. & T. Co.
Diesel tug.

1. Port, broad, speed, as Foss tug, P. Sd. scenery. VG
2. Three cuts; as the "John Cudahy" being rebuilt and
as the "Foss" Magazine cuts. Good.

Ex "John Cudahy"

MORE INFO. BOOK 36; Page 74

HENRY T. SCOTT

No. 211015

Steel steam schooners of the Pacific Coast. Lyman

Built in 1913 at the Union Iron Works yard of S.F. 1596 tons, was a sister to the "William Chatham", although her rated lumber capacity was 1500-M feet, 50-M more than the 'Chatham'. She was ordered by Eschen & Minor of S.F. and was operated for her first three years by the the Calif. S.S.Co. In 1917 she was bought by the Alaska S.S.Co. of Seattle. She is out of registry in 1923.

NOTICE: She may have been renamed "Seward" See D.A.Disp. for 2/1/1917 pp.1.

See reverse side....

Built 1913 at S.F., Calif. 1596 gross; 915 Net. 25 crew.
234.5' x 42.7' x 14.5' 1250 h.p. steam.

Emp. 7/17/1922 rammed and sunk near Neah Bay in heavy fog.
early yesterday morning by the S.S. "Harry Luckenbach"
Four of her crew drowned when she sank in 5 minutes.
The larger vessel was only slightly damaged.

1. Port broad, at dock.

Nee "Citrus Packer"

1. No pictures Dec. 1. 1948
2. Port near broad at repair yard pier. (Porthole)
(as the "Citrus Packer")

She is the vessel that was being towed from Suisun Bay, Calif. where she had been laid up by the Maritime Comm. to Seattle, Wh, by the tug Sea Fox" when the tow-cable parted during a blow. The P.Sd. T & B. tug "Neptune" was sunk trying to pick up the drifting vessel near the mouth of the Columbia River. (Miki type "Neptune")

"Her--of the Morn" built at Oakland, Calif. 1943 as a cargo vessel C2-S-B1 type. Transferred to the Navy for use as a Personnel Attack Transport in 1944 and laid up at Suisun after that in Reserve Fleet.

Purchased by the Waterman S.S. Corp. and is one of 11 that will be reconverted to frt. and limited passenger service. This one will be worked on at the Everett Pacific Dry Dock Co. at Everett.

M.D. 11/13/'48

HERBERT

Yukon River steamer

1. No picts.

12 ton str. built at Anvik in 1906

Book 31

HERBERT FULLER

3-Masted schooner.

1 Stbd. qtr. at low pier. (Mag. cut)

HERBERT L. RAWDING

4-masted schooner

1. Picts. and story. P. 43 to 47. Sept. '52 S.&S.

Book 33.

HERCULES

Lg. S.F. Bay tug.

No pict.

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

Built in 1907 at Camden, N.J. for Shipowners and Merchant
Tow-boat Co. of S.F. 414 gross; 221 net; 134.9' x 26.1' x
15.5'... Passed to the Rolph Navigation Co. during the
first war and in 1918 was again sold---to the Western
Penn. R.R. Co. She was still in use in 1943.

Operated in 1950 by the Western Pacific Railroad, at S.F.

HERCUELES

P.C.A. 2

Album 27

Miki-type tug.

P.S.T.B. Co.

1. Port broad, at N.T.Co. dock, Ketchikan.
2. Port broad, still, calm; Puget Sound.
3. V.G. Cover Nov. 1953 P.W.B.
4. Pict. in Book 42. pp. 27.
5. Picts. and info. (Book 43; pp 40-44-45-48)

Story of sinking of "Oklahoma" Book 35 Page 62

HERMAN

Book 29

Two masted schooner

1. Port bow, caught in Arctic ice. (Magazine cut)

[OVER]

Info. Book 36; Page 21



[SCRAPBOOK]

HERMAN

No. 96398
Yukon River steamer

1. No picts.

2. VG Bow view STEAMBOAT BILL Summer 1959 pp 34.

(HERMAN LIEBES) Built 1898 at Dutch Hbr. 456 tons; for the Arctic Exploration Co. (Known on the river as the 'discipline ship'----probably had a reputation as a tough vessel---at any rate whenever crew men or officers fouled up on other boats they were transferred to the "Herman" She was laid up on the ways at St.Michael in 1944

387 net; 155' x 36' x 6.6' Built at S.F. according to the Blue Book.

HERMAN FRASCH

Steel steam schooner.

1. In Tongass Narrows. War paint. (Album 28)

Have a card with some slight info. on her in the MODERN
VESSEL FILE---Operating out of Seattle.....

HERO

Gray's Hbr. bar tug.

1. No pict.

Built 1903 at Hoquiam Wn. for bar work on the Coquille River Bar. 117 gross; 75 net; 83.5' x 22' x 9'

Sold to the Alaska Railroad in 1914 to work at Seward. Passed to Capt. James Brownfield as unit of Independant towing Co. of Seattle in 1920. Was the "L. Rosco" until 1920 then renamed Hero. Sold to Los Angeles interests in 1928.

HERON

Fisheries Research

1. No picts.

5/15/1940/6 Fisheries Research launches new boat "Heron"
Designed by Edw Monk. Has 135 h.p. Murphy diesel, 6-cyl.
58' x 13.5' x 4.5'

Book 38

HERZOGIN CECELIE

Album 6.

Four-masted bark.

1. Port, broad, still, at sea, under full square rig. G.
2. Port broad; aground near rocks. (P.33 July '51 S.& S.
3. Good stbd. bow.

Ran aground on the rocky Devonshire coast in April 1936 laden with wheat from Australia. She managed to float off but took the ground again and broke her back. That was the end of her. She had won the Australia-to-England grain races several times, and earlier had been a German school ship. She could run at 15 knots (16 in ballast) but was heavy to handle.

HESPELER

Canadian courvette

Now "Chilcotin"

1. Picts. as "Chilcotin" See card on latter.
2. Info. Book 41. pp. 13

HESPER

Bark---in the
Pacific trade.

1. No picts.
2. Stbd. broad; sketch. Book #34 page 10
3. Stbd. broad; anchored P.Sd. (P.38; Oct. '51 S.&.S.)

Capt. P.A.McDonald says she made passage Honolulu to Port
Townsend in 1866 in 11 days, under sail.

See story in C.C.Caulkins "High Tide"

Some info. Page 38; Oct. '51 SHIPS & SAILING)

HESPER

4-masted ship
East Coast)

1. Hulk on beach. (p. 64; Apr. '52 S.&S.)

HETTIE B

Yukon River steamer

1. No picts.

A small steam tug from S.F. Wintered at St. Michael in
1898.

XXX

Book 29

H.F.ALEXANDER

Album 1

Pacific S.S.Co.

Album 16

PHP. 1

Large Passenger

Book 32

1. Stbd. broad, passing full speed under Golden Gate bridge. VG
2. Bow smashed, laying at pier; head on view; close.
3. Stbd. bow, close-up. (Porthole)
4. Group of Mag. cuts. all good. (Mag. cuts.)
5. Stbd. broad, speed. (Mag. cut)

Scrapped See page 62 in July '52 S.&S.

MORE INFO. BOOK 36; Pages 22--66

In 1920 she was transferred to the U.S. Navy and fitted as the "Columbia". In 1922 she was released and sold to the Admiral Line to become the "H.F. Alexander" and used on P. Sd. to Calif. ports run. Laid up in 1930 and was to have been sold to Great Britain in 1941 but wound up as the U.S. troop transport "Gen George Simonds."

M.D. May ~~22~~ First, 1948 Porthole Picture. Story;
'Most popular and widely known passenger vessel that ever
operated on the Seattle-S.F. run.

During World War I she went to the East Coast as the
transport "Great Northern" and operated to France, and
more than once bettered the time of the "Leviathan"

She again served the country in World War II as the
troop transport "Gen. Geo. Simonds"

After the war she sold for scrapping for \$112,666.

In 1923 or '24 she and the "Dorothy Alexander" when
700 miles apart, carried on the first inter-ship telephone
communication in the history of the Pacific.

Her name was changed to "Gen. Geo. S. Simonds" on May
11, 1943 to avoid confusion with another ATS transport by
the name of "E.B. Alexander" She was purchased and scraped
by the Boston Metals Co. of Baltimore, Md. in spring of
1949.

Built 1914 at Philadelphia, Pa/ 8357 gross; 3708 net;
5096' x 63.1' x 34.6' as the S.S. "Great Northern" with
her sister ship the S.S. "North Pacific" she was used in an
express service---Col. River to S.F. In 1918 she was taken
into ATS and sent to Atlantic side. OVER

Card No. 2.

H. F. ALEXANDER

Coastal Pass. Liner

See page 16 in July 1937 PMB. for account of her running on Cake Rock, south of Cape Flattery
Emp. 8/7/1922/8 S.S. "H.F. Alexander" hit Cake Rocks, off LaPush, Wn. at 00:25 today. Was holed but backed off and is proceeding slowly to Seattle. 300 pass. and 225 crew are ~~O.K.~~ O.K. Hit in the same place as the barge "Pirrie in 1920 in which all but 2 of the 23 on her were lost.

VG picts. and story on her and the "Great Northern" of the old Admiral Line. (S&S Fall 1957 pp 40)

(2)

H. F. ALEXANDER

See card on ADMIRAL LINE for more info.

Emp. 5/23/1922 The Italian S.S. "Undrea" collided with the "H.F.Alexander" last night off the Philadelphia Navy Yard. The "U" was badly damaged. The "H.F.A." was loaded for the Pacific Coast.

Emp. 9/29/1925/2 "H.F.Alexander" to go to the Atlantic coast on the New York to Miami run. Oct. 1st 1925

P.C.A. ⑥

H.F. CHANEY

Ex TP- 224

Ex "Aquitania"

- ①. Stbd. near broad on N.C.Co. ways Sept. 29, 1948
- ②. Bow view in N.C.Co. ways. 9/29/'48
- ③. Port bow, towing crib, Ketch. Hbr.

H. H. RAYMOND

U.S. freighter

1. No picts.

See Book 37 Page 57

HIAWATHA

P.C.A. 3.
PCA--6

Singer Sewing
Machines

1. Stbd. broad, at Ketchikan City Float.
2. Stbd. bow at Newtown float, Ketchikan

Was a unit of F.S. (Forest Service) in 1921----
Emp. 8/31/1921/6 The U.S.F.S. boat "Hiawatha" was built
the yacht "Konair" at Boston in 1914 in the Lawley Bros
yards for \$65,000. In 1917 she passed to the Navy for
use as a 'Y.P.' or light patrol boat. (for \$33,000.)

She has oak ribs, teak planks, pine decks and her interior is all mahogany. 98' x 16' x 6' Powered with two
80 h.p. Winton gas engines and makes speed of 11 knots.
Capt. Lyle Blodgett is in command.

HIAWATHA

Str. to be built for
A.S.S.Co. 1905

1. No picts.

DAILY ALASKAN (Skagway) says the A.S.S.Co. was to build a new ship of this name Feb. 18, 1905 for the Alaska run. Her engines were to cost \$160,000. and would be built by Heffernans who built the engines in the "Hefferson"

(I find no record of her ever having been completed)

HIEAN MARU

Book 29

Jap Steamship

1. Port broad, Seattle. (Magazine cut)

Looks exactly the same as a cut called;
"Hiye Maru"

HIGHLAND LIGHT

PHP. 2.

3-masted Bark.

1. Port broad, speed, at sea, some sail. (Porthole)

Story of full-rigger of that name which may be same
ship. Book 37; page 22

NOME NEWS says she was lost off Vancouver Id. B.C. during
a severe storm. Dec. 2, 1901. Loss \$20,000

DAILY ALASKAN (Skagway) Dec. 6, 1901 says she was lost
on the second in a storm off the Coast of Washington
while bound from Tacoma to S.F. with load of coal.
Foundered---her crew was saved by the sch "Arilla"
which saw her distress signal.

ALASKAN (Sitka) 4/13/'95 as a unit of A.P.A. she was
slated to leave S.F. for Cannery at Cook's Inlet.

1. Two. port broad speed Juneau Harbor. (Original)
2. VG. mag. pict. as rebuilt. (PCA--7)

Emp. 7/1/1924 "Highway" new 'steamer' of the Bureau of Public Roads, Capt. Ed Clark, arrived in Juneau yesterday. Built new---70' x 16' x 7' and has a 90 h.p. Atlas Diesel eng. Designed by L.H.Coolidge. Built by N.J.Blanchard Boat Works at Seattle. Jerry Randolph is Chief Eng. Mr. and Mrs. Coolidge made the trip North on her, etc.

11/12/1938 "Highway" has broken propeller at Windham Bay "Seal" Capt. John Selevold, out to tow her to Ketchikan

3/17/1943/3 C.G. abandons search for the "Highway" which left Skagway on Feb. 5th towing scow "Mercer No. 1" Believed lost on or about Feb. 7th near Ralston Island. Last seen that day off Eldred Rock Lighthouse. Temp. was 18° below at Skagway and a gale of 75 miles was blowing from the North. The scow was found wrecked on Ralston ~~and Vidda~~ Island. Wreckage from the boat was (believed from her) found on both Ralston and Lincoln Ids

HIGHWAY


Vessel of B.P.Roads.

5/11/1935/6 Olson & Sande in Lake Union bid \$11,547 to
rebuild "Highway" for B.P.R. etc.

10/7/1935/8 Good pict of the "Highway" as rebuilt.

XXX

HIKAWA MARU

Album  20

~~Large~~ Jap steamship.

PHP. 1.

1. Port bow, nose ashore on West Point. Tugs "Goliah" and "Neptune" in picture.
2. Port broad, slow in stream. (Porthole)

11621 tons: built in Japan in 1930

Only ship of once powerful N.Y.K. Jap steamship line that wasn't sunk during World War II.

11,000 ton Jap freighter of N.Y.K. line. Reported coming to Seattle in Sept. 1949 as a show boat complete with Geisha girls.

M.D. Sept. 17, '49

MORE INFO. BOOK 36; Page 21

More info. Book 41. page 22.

HIKAWA MARU

Jap. str.

1. (Info. on both vessels of that name) Album 43.
2. VG porthole pict of 2nd of name. (PHP--4)

Album 13.

HILDUR FOSS

Foss L. & T. Co.
Diesel tug.

1. Stbd, nearly broad in locks.

VG

Ex "Venture"

HIPPO

Jim Coles BC scow

1. Two picts. piled up near South Passage Pt. Light after
breaking loose from Jack Crowley's "Lassie" Apr.
1954 (PCA--7)

P.C.A. ⑥.

HIRAM

Navy patrol-fish packer

①. Stbd. bow at McKay Ways dock, Ketchikan. June. 1950

HIYE MARU

Book 29

Jap Steamship

1. Port broad, Seattle. (Magazine cut)

Looks like same boat as one marked;
"Heian Maru"

Former N.Y.K liner on the Japan, Seattle route.

She was the vessel that brought U.S. Prisoners to a rendezvous with the exchange vessel "Gripsholm" She is an express motorship.

H. K. HALL

Schooner

1. Pict. taken looking aft and showing crowd on her decks during launching in 1902.
2. PICT. as "Geo E. Billings." BOOK 33; pp 18

Built at Port Blakely in 1902. 225' long
1237 tons gross; She was a 5-masted sailing schooner.

HOBSON

U.S. Destroyer esc.

Picts. from Life mag. (Collision with Air-carrier "Wasp"
Large Envelope No. 5.

The above story is now in (Note Book 23; pp 58)

HODAKASAN MARU

New Jap. M.S. (1955)

1. VG porthole pict.

(PHP--4)

P.H.P. ②

HOEGH SILVERMOON

Norwegian Motorship

①. Stbd. near broad, at pier. (Porthole Pict)

Built at Copenhagen in 1947. Operated by the Silver
Lines and owned by Lief J. Hoegh & Co. of Oslo, Norway.
Has never been to Norway 500' combination vessel
Commanded by Capt. John Hansen. In Seattle Feb. 1950

XXX

Album  (20)

HOKUMA MARU

Large Jap steamship.

1. Port, quarter, wallowing in trough at sea.

Story of sinking Book 35 Page 61

HOLLAND

Post Card Album 1.

U.S.S. Sub. Mother ship.

1. Stbd. broad at Juneau City Wharf. VG
2. Stbd. broad at Juneau Wharf; Four subs a/s.

HOLLYWOOD

Steel Frt.

Built	1920 at Los Angeles, Calif.		
Dimensions	410.5 ft.	54.3 ft.	27.2 Gross 5613
Power	2800 h.p. steam.		Net 3526

Lost in European waters during the war.

HOLYOKE BRIDGE

Steel steam schooners of the P.C.

Lyman

Built 1920

3286 tons, was bought from the Shipping Board in 1926
by Swayne & Hoyt, S.F., who renamed her the "Point Reyes"
In 1936 she became the Coast Trader of the Coastwise
Line of Portland.

HOMER

Small old Steamer.

1. No Pict.

2. Pict. as salvage str. 1955; and story of salvage work
NOTE BOOK 24.

Built at Bandon, Ore. 1891 146' x 35'8" x 17' For a few years after her launching she was operated on nearly every northern route out of S.F. and has recently been running to Yaquina under Capt. Paton.

Advertised in Juneau papers in 1900 as a unit of the West Coast Steam Nav. Co. plying to S.E. Alaska ports from 'below'.

NOME DAILY NEWS Oct. 14, 1899 says str. of Alaska Exploration Co. was in Nome this day.

Was at Dutch 6/11/1901

D.A.Disp. 5/8/1903 Str. "Homer" left Portland with supplies to build the Scotch Cap Light house which is to be finished in June. From there she will go to the site of the Cape Sarichef Lighthouse and begin work.

HOMER

P.C.A. ③

B.S.P. Kayler-Dahl

- ① Port broad, near DuPont, coming in to Juneau.
2. Good pict. slow, in Lake Union; "Fantome" in back-ground. V.G. Inside cover of Feb. 1954 Pacific Fisherman Magazine.
3. A/s Juneau Cold Storage dock manouvering with "Alma"
(PCA--7)

Hits rocks---repaired.

Book 39; pp. 13.)

HOMeward BOUND

Barge: ex sailing
ship.

1. ~~No~~ ~~p~~~~a~~~~c~~~~t~~~~s~~. Pict. of remains---being scrapped.
2. V.G. picts. and history---Album 48; pp. 14.
3. Info. being scrapped. ALBUM 31; pp 84

Built as the "Zemindar" by Harland & Wolff, at Belfast Ireland in 1885, and was known in turn as the "Otto Gilde-miester", "Homeward Bound", "Star of Holland" and finally the Canadian barge "Homeward Bound" She crossed the Pacific under sail from Melbourne in a little over 35 days as late as 1916. M.D. 11/4/50

She was cut up for scrap during Oct.-Nov. 1950 at the P. Sd. B. & D. yards in Seattle.

HONG KONG TRANSPORT

States S.S.Co.

1. (Info. only)

Album 43.

2. VG porthole pict.

(PHP--4)

HOONAH

P.C.A. 3.

PAF tender.

1. Port broad, distance, towing scow astern off Inner Point.

HOOSIER BOY

No. 96409

Small Juneau str.

1900.

1. No picts.

There was an add in an old Juneau Mining Record stating she was for sale. 31 tons and only 2 yrs. old. See a S.O.Wheelock at the Franklin Hotel. ARM. 4/7/1900

Built 1898 at Seattle 31 gross; 21 net; 54' x 11.6' x 4.3'

HOPE

Old bark.

1. No picts.

Info. and History Book 35; Page 42

HOQUIAM

P.C. Wooden Steam Schooners

Lyman

644 tons; built at Fairhaven by Matthew Turner for his ownership in the Bendixsen yards a portion of which he leased for the purpose. Had a compound engine 400 h.p. from the United Engineering Works, and carried 750-M ft. lumber.

In 1907 she passed to Capt. Turner's successors, Bowes and Andrews

Her last coasting voyage was in Dec. 1923, after which time she has been operated as a garbage barge by the Oakland Scavenger Co. taking the refuse from the city of Oakland beyond the Farallones and dumping it at sea.

Built in 1906

HORACE X BAXTER

Pacific Coast Wooden Steam Schooners

Lyman

1293 tons built by Kruse & Banks 1917 and practically identical to FRED BAXTER. for the J.H.Baxter Co.

In 1937 became the PORT ORFORD of the Port Orford Lumber Co. and was wrecked DEC. 23, 1942 on Yasha Island in Chatham Straits, Alaska during a snow storm.

HORAI SON MARU

Jap Steamship

Capsized on the Grays Harbor Bar Mar: 4, 1926 but without loss of life. She had a large deckload and had not had time to cross into deep water and add water balast when the accident occurred. She is to be dynamited by the Coast Guard as a menace to navigation,

1. Stbd. near broad from the air. (Mag. cut)

Used with "Yellowfin" N.B.Schofield" "Crest" and
"Black Douglas" in sardine research. For more info. on
work see back of card on "Yellowfin".

HORNET

P.C. Wooden Steam Schooners

Lyman.

660 tons; built at Aberdeen, Wn. by John Lindstrom for Fred Linderman, S.F. in 1906

In 1917 sold to the Axim Trans. Co. of Pensacola, Fla. and two years later to the Mengel Box Co. of that port. In 1921 she returned to S.F. under the ownership of S.E. Slade. In 1925 she sold to the Hawaii Meat Co. and in 1926 to the Interisland Steam Nav. Co.

She was scrapped in 1928

Engine: United Engring. Wks. 400 h.p.

Carried 750-M ft. lumber.

HORSA

SOME kind of old str
Wrangell 1898

1. No picts.

NO RECORD IN BLUE BOOKS.

She was in Wrangell in the fall of 1898 and had made several trips. Commanded by a Capt. Hackett. Was definitely there Aug. 31, 1898

She arrived at Wrangell, northbound from Vancouver Sept. 16, 1898.

FORT WRANGELL NEWS 8/31/98 says she was in port with a broken propeller which was repaired here and she proceeded on to Vancouver or Victoria, B.C.

HORTA

See story of her wreck etc. in 'Secret of ~~L00~~ Sunken Ships
Envelope No. 17.

The above is now in -----(Note Book 23; pp 121)

HOUGOMONT

Finish bark

1. Port broad, proceeding jury rigged at sea, after being
dismasted. (P. 33; July '51 SHIPS & SAILING)

Some info under picture.

HOUSTON

Pacific Coast Steel Steam Schooners

Lyman

3280 tons; built in 1920 at Mobile by Mobile S.B.Co.
for Shipping Board. 5000 deadweight tons; 1600 triple-
exp. by Ellicott Mach. Wks. Baltimore

324' x 46.2' x 25.

1929 bought from S.B. by Gulf Pacific Line of S.F.
operated by Swayne & Hoyt (along with "Minooke") and re-
named "Point San Pedro"

Passed to McCormick S.S.Co. in 1931 and still owned
by them in 1941.

HOWARD CASSARD

Unsinkable Atlantic
Steamship

1.

Feature story in the NOME DAILY NEWS 8/24/1900 V.G.

HOWARD C. MOORE

Album (27)

Moran Co. tug.

1. Port broad, still. New York bridge in background.

No. 228382

HOWKAN

Book 31.

P.A.F. cannery tend.

PCA 6

1. Port qtr. sunk in Bellingham after explosion. (Mag. cu

2. Picts. taken in Ketchikan.

Built 1929 at Tacoma, Wn. 94 gross; 64 net.
77.4' x 19.2' x 9.4' 200 h.p. diesel.

She was tied at the P.A.F. pier in South Bellingham Oct. 27, 1949 and was being prepared for the winter by two engineers. Ed Chapman and Ragner Jonasson went aboard in the morning and Chapman threw a switch in the engine room when the ship blew up. The blast blew Jonnason 30 ft. to a point on the dock and Chapman fought his way to the deck and was helped to the dock.. The boat sank. Diver went down after fire and found that hull was resting on the bottom and the cabin was floating free over it. Also the bow was split on both sides.

The boat was built 35 year ago and had a new cabin built 4 years ago after the other house had been blown off by the Japs. when they bombed Dutch Hbr. early in '42 Valued at \$38,000 with a replacement value at \$75,000.

M.D. 11/19/'49

H. P. DREW

Wooden steam schooner

1. Good pict. Page 43; Aug. '53 S.&.S.

HUCK FINN

Miss. River tug.

1. Near Bow on. (Mag. cut.)

Most powerful boat on the Mississippi (Motorship Oct. '47)
Built at Slidell, La. for the Inland Waterways Corp.
(Federal Barge Line) in 1932

Original dimensions were: 148.8' x 40' x 8.1'

Recently reconverted from steam to diesel and lengthened to 160' Her two 1000 h.p. steam plants were replaced by two 1800 h.p. General Motors diesels taken from the battle-scarred sub-chaser "PC-552" She is expected to operate normally at 2800 h.p. Concerated at Avondale Marine Ways at New Orleans.

Two M.E.'s are G.M. Model 16-258S rated 1800 h.p. at 900 r.p.m. 16 cyl. 4 cycle. Direct reversible and with reduction gears. Remote control from wheel-house made by Westinghouse Air Brake. Screws are 8' x 5.3' on 8" shafts.

Capt. Lowell L. Sorrells and Chief Eng. Ira Honey.

First voyage she pushed 4 barges with 10,000 tons sulphur and bauxite for St. Louis and Gt. Lakes. Her next trip will be a 6 barge tow with 15,000 tons Ill. coal from St. Louis to Minneapolis. This is 30 to 50 % greater than present normal capacity for a single tow. Her new power makes her potentially the most powerful craft on the river.

HUHOYPOO

Old 4-masted sch.
Killisnoo--1901

1. Two picts. stbd. broad, anchored at Killisnoo in 1901.
Page 52; Book 38

H. U. HUTCHINSON

Old Schooner

Sitka 1870

Arr. Sitka 5/17/'70; Capt. Geo. Weinbaum; 97.08 tons.

XXX

HUMACONNA

Album 10.

Album 13.

(Large steam tug)

Album 16

Album 20

1. Port, bow, in dry dock; Seattle. G
2. Stbd. broad, slow, could be Ketchikan Hbr. VG
3. Stbd, quarter, aground with stbd. list.
See Album 16.
4. Port nearly broad, aground, with stbd. list.
See Album 20.

See pict. of her and "HERCULES" as Red Stack Tugs in 1958
(PWB Jan. 1958 pp 9.)

Built 1919 at Superior, Wis. 418 gross; 190 net; 142' x 27.5' x 14.6' for the U.S. Shipping Board and to be used in the Azores, as a wrecking tug. In 1922 she came to the Pacific Coast with D.G. (Dooley) Moore in command as a Carey-Davis Co. tug. Some time later she passed to Merrill & Ring and was used in crib towing. Then in 1939 she was sold to the Western Pacific Railway Co. of S.F. and engaged in towing car barges in S.F. Bay area.

MORE INFO. BOOK 36; Page 15

More info. Book 33; Page 42

More history and info. Book 42; pp, 2. (Rescue story.)

See card in Blue File JAP STEAMERS Emp. 11/26/1923 on rescue of crew of "Shimkou Maru" from Montague Island.

Emp. 4/11/1924/6 St. tug "Imaconda" ("Humaconna") ????? enroute from Seattle to Taylor Bay in Icy Strait to assist the Admiral Line frt. "Admiral Perry" a diesel powered ex U.S. Shipping Board vessel (ex "Moonlight") which lost her propeller in the Gulf on Apr. 4th but managed to make Taylor Bay. (Must have sailed or been towed in by some unnamed str.)???

HUMBOLT

Trans. Co.

Album 1.

Humbolt S.S.Co.

Album 21.

Old Gold Rush Ship.

1. Port, broad, still in stream; astern another ship.
2. Port, broad, Juneau Hbr. colored. P.C. Album 1. VG.
3. Port bow, nose ashore on Pender Island

PICT. showing gold rush crowd on deck. 8/18/'97 in A.S. May
1955 pp. 13.

Sept. 29, 1908 she ran ashore in Active Pass in early morning. Considerable panic among pass. Had it not been for passing tug stopping and removing them, many would possibly have drowned as ships officers and crew had considerable difficulty in keeping them from jumping into the Pass. Ship was damaged but floated off and was towed to drydock in Seattle Oct. 1, 1908. Capt Baughman in command. June, 23, 1910 she broke thrust shaft in Grenville Channel and was towed to a harbor by the "City of Seattle" and later towed south by a tug from "Seattle" Pass, mail and perishable frt. taken to Pt. Rupert on str. "Vados" then transferred to "City of Seattle" She was towed back to Seattle, arriving there 6/28/1910

Dispatch Oct. 17, 1901 says she arrived in Juneau today and reported S.S. "Hating" of C.P. Nav. Co. on rocks outside of Vancouver. Also that she had passed the S.S. "Dirigo" towing the "Cottage City" south in Queen Charlotte Sound. The latter had a broken tail shaft.

Oct. 16, 1909, Capt. Boughman of the "Humbolt" filed a libel suit of \$25,000. against "Cottage City" for exp. incurred when he found her disabled in Fitzhugh Sd. and towed her to Bella Bella, last month.

Built at Fairhaven, Calif. 1896 for the Humbolt S.S. Co. Came to the Sound in 1898 and ran to Alaska for over 20 years. After that she was taken to S.F. and used on S.F.-San Diego run. Ended her days there. Her last owner is listed as James Jerome.

1075 Gross; 688 net; 213.1' x 31' x 15.7'
In Feb. 1899 she hit rocks on Mary Island during a heavy snow-storm but was able to float off and proceed on her trip. When she got to Seattle around Feb. 25th and was dry-docked it was found that she had lost around 80' of her keel.

Her grounding in 1899 occurred on Feb. 15. She was north bound on the trip she had advertised would take her 65 hours to Skagway ----as the 'flyer' The accident near Mary Island delayed her several hours. She was able to continue on to Skagway and at that port her water pipes froze up and she had to clear out and take on water at Juneau. The 'Douglas Island News' Feb. 15, 1899 carries the article. It says, 'the alleged flyer didn't fly and will be in drydock several weeks before her fool managers will again undertake to run her in the dark at full speed. She hit Feb. 11, 1899 at Mary Island.

She ran on Vanderbuilt Reef at 23:45 Apr. 14, 1899 and hung up for an hour and a half until floated off by high tide. Capt. Bonnifield. It was black and blowing. She was able to proceed south under her own power.

Again on June, 15, 1899 she hit rocks about 10 miles North of (Serge Narrows) ??) at 22:00 and at peak of tide. She had 110 pass. and full load of frt. There was some fog but she was only $\frac{1}{4}$ mile astern of the "Cottage City" which turned back to assist her until relieved by the

D.A.Disp. 9/29/1908 says she was ashore in Active Pass at 04:00 today. Was northbound; 38 passengers. Pass. panicky Tugs and salvage vessels were rushing to the scene. She was floated off on Oct. 1st. and taken to D.D. at Victoria, B.C.

D.A.Disp. 2/23/1910 (1910) says Capt. Baughman and Purser Bush were in her this winter.

the southbound str. "City of Seattle" Douglas Island News says the 'flyer has a penchant for running on the rocks-- she leaves part of her keel there and 'waddles' on. If she would stay in the tracks of the Pacific Coast S.S. steamer she would have no troubles."

D.Id.News; 8/21/1901 says she was sailing under house flag of Northern Pac. S.S.Co., successors to Wash.-Alaska S.S.Co

HUMBOLT
(Continued)

CCard 3

Dec. 19, 1910. Mystery cleared up. E.L. Smith alias Leahy, wh se real name is Orville Cevers confessed to bullion robbery in S.F. Was ~~under~~ influence of opium at time of confession and told how he took gold bars from purser's cabin, while purser was walking around decks with the 'beautiful Margaret Henry' (later established to be his wife and the leader of the gang) The gold bars had been sold in Seattle. On Feb. 21, 1910 Smith, his wife and the two Woodson brothers were indicted on grounds that robbery perpetrated out side 3 mile limit.

NOTICE: CORRECT SPELLING IS "~~HUMBOLT~~" "HUMBOLDT"

Fares to Seattle, first class from Juneau were adver-
tised for \$12.50 on the Humbolt in 1910

MORE INFO. BOOK #36; Page 13

D.A. Disp. 12/11/1908 says her charter with the P.C.S.S.Co.

will expire on Dec. 31 but her owner, Max Kalish says

she will run all winter as a unit of the Humboldt S.S.Co.

From Oct. 1952 Ala ka Sportsman.

Laid up in marine graveyard in San Diego. Capt. Elijah G. Baughman had been master for many years. He ~~was~~ retired soon after the lay up and went to live in S.F. On the night of Aug. 8, 1935, the C.G.C. "Tamaroa" nosed into San Diego Bay, and the lookout shouted a warning. A ghostly ship, one eerie light blinking from her rigging was approaching the cutter. She gave no heed as the cutter veered out of her way. A puzzled C.G.crew boarded her and found that she, without a soul on board, was dragging anchor and heading straight down the channel to the sea. Mystics believe she was manned by the spirit of her old master----Capt. Baughman had died that night!

D.A.Disp. 12/5/1911 "Humboldt" on fire at 11:00 today at Seattle dock. Seattle fire-boat "Duwamish" and 3 engine companies fought the stubborn blaze between the hull and the skin of the vessel/ Her sailing time will be delayed.

D.A.Disp. 12/29/1911 "H" soon to be converted to oil.

D.A.Disp. 2/14/1914 she now burns oil.

(4)

HUMBOLDT

Gold Rush str.

D.A.Disp. 9/14/1916 pp.8 Str. "Humboldt" is back on the Alaska run after being repaired. She had had a collision, if fog, on P. Sd. with the Str. "Providentia" several weeks ago.

D.A.Disp. 9/19/1916 pp.4 "Humboldt" arrives in Juneau on her first trip since she sustained bad damages in a collision, about 8 hrs. out of Seattle, with a Mexican steamer which was coming in the Straits of Juan de Fuca. about two weeks ago.

Empire: 3/18/1919 pp.2 "Humboldt" has been reported sold to a Walter Scammell of S.F. and was to go off the Alaska run and onto the S.F.---Los Angeles run.

Empire: 4/16/1919 pp.7; "Humboldt" has definitely been sold to James Jerome of S.F. and will be placed on the S.F.---Los Angeles run as the 'White Flyer'.

Empire: 7/30/1921 S.S."Humboldt" to be sold for \$10.00!!
Now a hulk. BOOK 44; pp 37.

M.D. 2/12/1968 (Letter from Dexter S. Bartlett of 705
N. Wall Ave. Portland, Ore.):

"----It appears that on the HUMBOLDT'S gala sailing day the cooks came aboard and couldn't find the galley, let alone such essentials as a stove and groceries. By hastily converting two staterooms, sawing a hole in the deck for a stove-pipe, and bringing aboard a buggy full of groceries, they were on their way.

The story goes that the HUMBOLDT was originally built as a steam schooner, but with the advent of the '98 gold rush, she was converted to a passenger str. Apparently in the melee, the designers forgot such basic things as eats.....

Album 15.

HUMBOLT

Old tug.

Ex "Wallula"

1. Port broad, crossing out over Humboldt bar at Eureka Calif. during heavy sea. 1924. She is now the "Sea Queen" of the Red Stack Co. of San Francisco, Calif.

HUNTER

Sealing schooner
Alaskan

1. No pict.

Was at Unalaska May 23, 1893

Album 3.
Album 12.

HUNTER

Small old pass str.

Ex "Annie M. Pence"

1. Port, nearly broad, approaching dock. Tug boat
"Sonylette" in pict.
2. Stbd. bow, speed, close.

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Built 1883 at Coos Bay to be used as a bar tug on Ore. Coast bars. In 1908 she was converted to a pass. boat out of Bellingham. Venture prove unsuccessful and she was sold to Forbes Bros. and two years later was on frt. runs out of Everett. She capsized off Bush Pt. with a load of salmon on board. Then sold to Gray's Hbr. and again rebuilt into a tug. She was lost at sea off Umatilla Light in 1920 when a condenser discharge pipe broke between hull and skin. 95' x 21'7" x 10'4"

HUSSAR

Lg. diesel sail yacht.

Later "Sea Cloud"

1. Port near broad, anchored Juneau Hbr. (620 neg.)
2. Same as above in 8 x 10, colored and hanging on wall

HUTCHINSON

~~Pacific Coast Steel Steam Schooners~~~~Lyman~~

3326 tons; built 1920 at Mobile, by Mobile S.B.Co.
for Shipping Board. 5000 deadweight tons; 1600 h.p.
triple-exp. from Ellicott Mach Wks. of Baltimore.

324' x 46.2 x 25. Sold by U.S.S.B. to McCormick
S.S.Co. of S.F. in 1929 and was still owned by them in
1941.

HWAKA

Steel barge

1. Picts. taken at Juneau May, 1957 See card on tug
"Shelikof" (P6A-10)

Towed to Juneau with load, including large tanks, destined for Westward.

309 gross and 309 net.

Built 1944 in Massachusetts

151' x 23.2' x 11.3'

Owned by Everett A. Hogland of Tacoma, Wn. in 1957

Book No. (33)

H. W. McCURDY

Super dredge.

P. Sd. B & D. Co.

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

Launched early in 1950. 236' long 44' wide; 9' deep. Displaces 1200 tons. Most powerful dredge ever built by her owners. Named for president and general manager of company.

Can dredge a channel 50' deep and 300' wide and will pump the excavated material as far as two miles through a 24" steel pipe. Main power is diesel electric and has 40 motors ranging from less than one horse power to 4000 h.p. 35 men can operate her around the clock.

10000 hrs. were spent designing the craft and her machinery and over 50,000 hrs. were required to build her.

This is the 14th dredge they have built in their 62 years.

M.D. 7/15/50

HYACK

Little steam launch
(Tacoma Hbr.) 1909

Pict. pp 154 THE COAST Mar. 1909

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Album 16.

HYAK

Small P.Sd. pass.

1. Port bow, even keel, high and dry on peble beach.

Cut up for scrap by Paul Edsmore at Seattle.

NEWSLETTER No. 101 May, 1958----the hull of trim little str:
"Hyak", lies on mud at west side of Duwamish waterway at
Cheff Construction Co., which is near South 104th St. on
West Marginal Way. Unusual transome stern seems to be
still in good shape---and rudder still sticking out of mud
Complete stern assembly could be moved intact, and is app-
rox. 8' wide by 5' high and 6' long. Use for relic in
new Museum wing...

Book 32 PCA 6

HYGIENE

P.C. Album 1.

Health Dept. (New) FS.

P.C. Album 3.

1. Stbd. broad, at Alaska Steam Dock, Juneau, 1947
2. Good stbd. broad, at sawmill dock, Juneau.
3. Set of 6 of her in D.D. P.C.A. 3.
4. Stbd. near broad, at Ketch. float. (Mag. cut)
5. Stbd. broad at Juneau City dock, Oct. 4, 1950
6. V.G. 8 x 10 still, in Channel. Book 48; pp. 26
7. Pict. at Juneau City Dock. (PCA--7)

Vessels file
Health - (Ship's drawer)

Former FS post. etc. (NOTE BOOK No. 1. pp 64)
5/20/1946/2 New "Hygiene" (ex FS-35) arr. Juneau.

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Mobile and marine units.—During the year 1948-49, the M/S *Hygiene* brought a generalized public health program to areas in southeast Alaska and the gulf and chain areas. Communities visited during this period included Unalaska, Sanak, King Cove, Nikolski, Akutan, False Pass, Belkofski, Unga, Squaw Harbor, Sand Point, Perryville, Chignik, Kanatak, Old Harbor, Alitak, Hoonah, Elfin Cove, Funter, Hood Bay, Angoon, Haines, Skagway, Yakutat, and Tyonek. Services offered included maternal and child hygiene, tuberculosis control, communicable disease control and venereal disease control, care for crippled children, nursing care, and dental care.

The M/V *Health*, a sister ship to the M/S *Hygiene*, was commissioned on April 19, 1949, to carry a generalized public health program to the Aleutian chain area and north to Kotzebue Sound, including the Norton Sound and Bristol Bay areas. During the period from April through June, the M/V *Health* serviced Angoon and Tenakee in southeastern Alaska on a trial run basis. The latter part of June the *Health* reached Nunivak Island and gave service to Mekoryuk. The *Yukon Health*, a very shallow draft river barge, was outfitted during this fiscal year to service the Yukon and Kuskokwim River areas which have never before had a generalized public health program. *Annual Report of the Gov. of AK, '48-'49, p. 38*

Hits rocks near Ballenas Ids. (Georgia Straits) Sun. Aug. 29, 1954 at 03:00 Capt. Ernie Birkland, and Mate Al Lindegard, his ~~step~~-father. See small notice on page 3, in EMPIRE for Aug. 31, 1954.

On her first trip up after being acquired by the Health Dept., Darrel A. Naish was Master. He bounced her off the rock pile inside of old Bn. No. 6. in Wrangell Narrows about 10:00 in the morning. The Bn. light had caught on fire and had burned the red portions of the dolphin black. Darrel took the wrong side----and had been warned not over an hour earlier by me when I passed him with a tow off Pt. McNamarra Bn. Rex Fox was Mate; Angus Gair, Chief Eng. and John Camp, Assist. Albrecht was on board and made the remark that he couldn't blame a man for running on rocks in the Narrows as he didn't see how ~~that~~ one man could keep so many aids to navigation straight, alone.

Juneau Indep. 2/10/57 Mate Al Lindegard suing "Hy" and "Tertt. for "negligence in operating an unseaworthy vessel" for \$50,000. In one cause of action and \$3384. for injuries suffered when he slipped on icy deck while "Hy" moored in King Cove in 1954.

HYGIENE

Ex "Jeannie"
First of name.

1. Port Broad still. as "Hygiene" (PCA--7)

3/26/1945/8 "Hygiene" ex "Canco II" here. Is floating
lab. full accounts, etc. Capt. Tony Christensen and
Engineer is Darrel A. Naish. Her last owners had named
her the "Jeannie"