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**Bayers, Lloyd H., 1911-1968
Captain Lloyd H. "Kinky" Bayers Collection, 1898-1967
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General Marine Files

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IAQUA

Pacific Coast Wooden Steam Schooners

Lyman

712 tons; built 1900 by H.D.Bendixsen at Fairhaven, Calif. for the Humboldt Shingle Manuf. Assn.

1907 to 1913 she was owned by the Eastern S.S.Co. of Eureka

1914 to 1916 by John A McGregor, S.F. and from 1917 on by Fred D.Parr of S.F.

Destroyed by fire off Cape Gracias, Nicaragua, Dec. 1, 1918 with no lives lost.

Carried 725-M ft. lumber and had 750 h.p. engine made by the United Engineering Wks.

P.C.A. (5)

ICELAND

Converted Navy wooden ship.

(1) Stbd. near broad at Petersburg Public Dock Aug. 1948

96.9' x

157 Net.

Powered with a 400 h.p.

Diesel

Registered as owned by Erling Thomassen and partner
of Petersburg, Alaska.

IDAHO

Pacific Coast Wooden Steam Schooners

Lyman

994 tons, built 1916 by Andrew Peterson at Aberdeen
for Wilson Brothers of S.F.

Carried 1100-M ft.

Had 600 h.p. triple ex. steam

Laid up at S.F. July, 1929.

Are being dismantled in the Oakland estuary----this
vessel, the 174' "Svea" and the 200' "Oregon" The "Idaho"
was 204' long.

M.D. 11/25/50

1. Port bow. slow; (Book 33; page 18)

IDAHO

PHP--2

C-1 Carrier. Frt.

1. Port near broad. (Porthole Pict.)

C-1 Freighter of States S.S.Co. of Portland, Ore.
Built in Todd Shipyards at Tacoma in 1941. 6756 Gross
tons. To trade to the Orient. M.D. 6/11/'49

IDA MAY

YUKON River steamer

Ex. "Rideout"

1. No picts.

See "W. H. Rideout" Built 1898 at Stockton, Calif. 278 tons. Came to St. Michael under her own power--towing a barge all the way. Her remains are on the mainland at St. Michael (1944)

7/17/1906 \$100,000 in gold bricks was robbed from her. She was on the river in 1906, the first time in 4 years. Was used during that time as a harbor boat at St Michael.

She may have made a trip to the Sound in Sept. 1906 as FAIRBANKS DAILY TIMES Sept. 2, 1906 says str. "Ida May" arrived Seattle from Valdez today and reported sighted drifting spar off Kodiak Island believed from bark "Nicholas Thayer" which left Seattle for Seward last Feb. with a cargo of lumber for Kenai Lumber Co. and never got there.

D.A. Disp. 3/4/1905 Her name has been changed from "Rideout" to Ida May" this month. 267 tons. Built 1898

IDA SCHNAUER

No. 100186
2-masted schooner

1. No picts.

See Page 66---Book No. 35
Also page 42 in Book 35

Built 1885 at Port Ludlow, Wn. 215.32 gross; 204.6 net;
117.6' x 31.3' x 9.4' dimensions.

IDA W

Album 12.

Knappton Towboat Co.
Col. River tug.

1. Stbd. broad, speed on Columbia River.

VG

Album 16.

IDAHO

No. 12045

Old pass schooner.

1.

Stbd. broad, even keel, decks awash, mast broken
bow-sprit, halved, full deck house aft. Trees
one quarter mile in-shore.

SAME VESSEL AS ADJACENT CARD

See History Book 35 Page 19

This may be correct "Idaho" There was a str. of this name operating regularly to Sitka from S.F. in 1889

1/9/'89 she arrived at Port Townsend with 100 tons guano, 1000 cases of salmon and 50 tons miscl. frt. from Alaska

ALASKAN (Sitka) 6/15/'89 says she has bad luck. On her last trip south from Sitka she ran into a storm and lost her topmast and was in danger of being blown on the reefs, now she has collided with the "City of Pueblo" and needs extensive repairs. Both vessels owned by P.C.S.S.Co. To be replaced by the "Corona"

J.C.M.R. 12/20/1888 V.G. Str. "Idaho" in bad gale on trip South from Klawock last trip. (Paper comments on 'greed of P.C.S.S.Co. in sending the steamer outside at this season, etc...')

J.C.M.R. 12/27/1888 Full account of the steamer "Idaho's" narrow escape from disaster on a reef in Hecate Strait during a heavy gale. V.G.

Built 1866 at Bath Maine. 1077 gross; 800 net; 350 N.H.P.
198.1' x 31.2' x 16.9'

IDAHO

No. 12045
Very old Coastal steamer
on P. Sd. Frisco run.

1. No pict.

Same vessel as adjacent card.

Very little data on her except that she came to the Pacific Coast 1868 and went on the Puget Sound-S.F. run. Hit on Race Rocks Nov. 29- 1889. Floated off Dec. 20 and picked up by the B.C. tug "Alert" transferred to U.S. tug "Discovery" and finally to the tug "Mogul" which towed her to Port Angeles where she sank. She was a wooden hull.

See adjacent cards:

2/9/'89 She arrived at S.F. and \$1000. worth of opium was found secreted on her. Believed smuggled on board at Nanaimo, B.C.

This vessel, a steamer, definitely ran to Juneau and other S.E. Alaska ports, in 1888 and 1889 See: J.C.M.R. J.C.M.R. 12/19/1889 Str. "Idaho" wrecked on Race Rocks near Victoria, B.C. on night of Nov. 27th. last--thus keeping up her 'unsavory reputation'--opium was found on her to the end...

IDAHO

No. 12298

Album 15.

Old side-wheeler

Book 32

1. Stbd. broad, speed, P. Sd. black smoke. VG
2. " " " " " " (Mag. cut)
3. Stbd. broad, slow. (620 neg. from Lewis & Dryden)

This may be the same vessel as "Idaho" listed as old
'pass schooner' (Pict. in ~~Bppk~~ Album 16)

Built 1860 at Cascade Wn. 278 gross; 278 net; 70 N.H.P.
147.4' x 25' x 6.4'

Disappears from Registry in 1902

Hospital ship at Seattle 1899-1907 (Book 44. pp. 14.)
(Also VG group of picts. --Book 44. pp. 15.)

IDAHO

No. 12045

Old sailing ship

Alaskan---

Sitka sch. 1867

1: No pict.

THIS IS THIRD CARD ON SAME VESSEL.

She ran into a gale in Hecate Strait in 1888 and was driven on the reefs south of the Gander group in Hecate straits. First Mate J.P. Bowen was washed over the side but was later rescued. For some reason the main-mast was cut and some how the vessel was freed from the reef. She later managed to rig up some sail and made the Sound ports.

She departed Sitka 2/19/'69 for the West Coast of Alaska
Capt. Ernest Henrig, commanding; 81.61 tons burthen

IDAHO

PHP. 1.

Wooden steam schooner.

1. Port bow, speed, at sea. (Porthole)
2. PICT. BOOK 33; pp 18.

See card in File 'Wooden Steam Schooners'

She was to be burned for scrap but burned prematurely in the Oakland estuary while iron fittings and mach. were being stripped. Early in April 1951

IDITAROD

Yukon River steamer

1. No picts.

Operated on the Yukon in 1909 according to MacBride

IDLE

Old sloop
1892

6/14/1892 arrived Sitka from Port Townsend with bunch of
prospectors.

IDLER

Yukon River craft.

1. No picts.

61 ton steam stern-wheeler built at Fairbanks in 1911
She was eventually converted to diesel and still operated
in 1944---by the Black Transportation Co.

IDLER

Sm. S.E. schooner

1. No picts.

DAILY ALASKAN (Skagway) Feb. 6, 1901 says the 10 ton schooner owned by Joe Lathrop of Ketchikan and with two men, Capt Chas. Nickett and Otto Miller on board, became a total loss when she sprung a leak at sea outside of Coronation Island. She made Aats Hbr. O.K. but was blown ashore by a severe blow on Dec. 6, 1900. Both men were saved.

PHP-2

ILE DE FRANCE

Album 28

Huge French liner.

1. Stbd. broad, slow near Statue of Liberty. (Porthole)
2. Stbd. near broad, V.G. May '52 S.&S. Page 33
3. Good Post card.

VG story of her part in rescue of crew of "Greenville"
(Note Book 23; pp 54)

4. VG pict. etc. (S & S Summer 1959 pp 4.)
5. Lg. G.S. File under ATLANTIC PASSENGER LINERS.

45,330 tons.

Celebrated flagship of the Compagnie Generale Transatlantique (French line) This Porthole pict. shows her arriving in New York from Le Havre, France in July 1949

Capt. Franck Garrigue, master plans to retire after this trip. Has gone to sea 35 years and has shipped out on some 60 different ships ranging from mine sweepers to super-liners. During World War I he participated in 75 rescues at sea. On his last trip he aided the crew of the stricken Liberian frt. "Greenville" when she foundered in the Atlantic. (M.D. Oct. 24, 1953.)

ILIAMNA

Liberty ship frt.
A.S.S.Co. Ex M.A.
"Edmund Mallet"

1. No picts.

2. VG porthole pict.

(PHP--4)

SEE REVERSE SIDE OF CARD ON EDMUND MALLET

ILLAHEE

Puget Sound ferry

1. Good pict and story Page 29 PMB Jan. 1952

10/28/1941/8 Collided with ATS "David W.Branch" in fog off Marrowstone Pt. No one hurt but bow of ferry is nearly severed. Both proceeded to Seattle.

ILLIAMNA

A.S.S.Co. Liberty.

1. VG near broadside. (S & S. Fall 1957 pp 12)

Fire in hold; Also, has whistle of old "Victoria" ,etc.

(NOTE BOOK No. 1. pp 3 and 16)

NOTICE: this name was to have been applied to one of the
Grace Line vessels purchased by A.S.S.Co. on 1936
(Baranoff or Mt McKinley") but wasn't. See page 10 in
NOTE BOOK No. 1.)

ILLINOIS

Eg. U.S. tanker

1. No picts.

Aground on Morris Reef during a howling N.W. wind.
Story in Book 36 Pages 23--52

11/13/1945/8 Is aground on Morris Reef. On last night.

11/15/1945/8 Ganker of Texas Oil Co. still on Morris Reef.
Will have to dump oil to get off. C.G. "Cyane" at scene.

ILLITCH

Russian steamer.

1. No picts.

Info. Book 36. Pages 23--49

Album 3.
Album 10.

ILWACO

No. 100514

(Small old prt. tug)

- | | | |
|----|------------------------------------------|---|
| ①. | Port, broad, braced upright on grid. | G |
| ②. | Port, broad, at dock. 1891 (Ex. "Suomi") | F |

Built 1891 at Portland Ore. as the cannery tender
"Suomi" Later rebuilt as a passenger vessel and renamed
"Ilwaco" In 1899 she came to Port Townsend and was again
cut down to a tender-tug. In 1906 she was refitted as
a small freighter and used on the Bellingham run. In 1912
she passed to a John T. Jones of Decatur, Wn. and used as
a tender and fish packer. (Powered with an 80 h.p. Std.
gas engine) Was lost off Green Island, B.C. in 1925
while returning south after a season in S.E. Alaska.
61 gross; 41 net 90' x 17' x 6'

IMACONDA

See card on "Humaconna" (Having never heard of a tug of
of this name, and finding no record of one in the Blue
Book for the period I am inclined to believe the spelling
is a typographical error...

IMO

Norwegian freighter
War I

1. No picts.

Halifax disaster.

Good story in large envelope in lowere drawer.

See envelope No. 4.

IMPERATOR

Book 29

Ocean Liner
Later "Berengaria"

- ①. Port broad, N.Y. skyline. (VG Magazine cut)
- ②. Port bow, speed, Columbus' "Santa Maria" super-
imposed. (VG Magazine cut)
3. Good picts. and info. pp.20; Nov. 1953 S.&S.

Formerly the German Liner "Berengaria"

IMPERIAL

Halibut vessel.

She and the halibut boat "Brunvol" were both lost
some where in the Gulf of Alaska Dec. 12, 1928 without a
definite trace of either vessel being found.

INCHCASTLE

Br. frt. 1955

1. As St. Helens, Ore. pier July, 1955

(PCA--7)

INDEPENDANT

Album 22.

Lg. Steam Halibut.

1. Port broad, in Ketchikan Harbor.

D.A.Disp. 10/11/1916 "Independent" a big fishing vessel, wrecked on Middleton Id. on Oct. 6th. Her crew of 38 men has been saved---11 of them taken to Cordova by Joe Ibach who has a ranch on the Island. She is a total loss. Built at Tacoma in 1911. 263 gross; 151 net; 125' x 25' x 11' 600 h.p. and owned by Weiding Bros and others, of Seattle.

D.A.Disp. 10/14/1916 More on the sinking of the the vessel ----complete list of names of crew and Capt.
T.A.Miller Says she hit at 04:30 on 6th in thick and black weather, and big sea running. They all lived on the Island on 'horse feed' for 5 days before being found by Ibach.

INDEPENDENCE

No. 100668

Yukon River steamer

1. No picts.

Operated on the River in 1905 (MacBride List)
Built 1898 at St.Michael. 148 gross; 83 net;
87' x 20' x 4'

May have been cut down to a barge by the Tanana Trading Co.
A news item in the Fairbanks Weekly Times 7/21/1906 says
she and the strs. "J.P.Light" and "Ella" were sold by the
Tanana Trading Co. to the N.A.T.&.T.Co.

INDEPENDENCE

New Liner of the
American Export Line

1. Stbd. broad, (small Mag. cut) (Book #34 page 12)
2. Stern view from the air. V.G. Cover June 1951
SHIPS & SAILING
3. Stbd. qtr. from air. V.G. (Book #34 page 12)
4. VG two-page broadside pict. S&S Spring '56 pp. 34.

Maintaining an average speed of 26.15 knots on a measured mile course off Rockland, Maine, she recently established herself as the new speed queen of the American Merchant Marine----replacing the U.S.Liner "America" as the fastest commercial vessel under the American flag. The new \$25,000,000. vessel was built by the Bethlehem Steel Co.

M.D. Jan. 13, 1951

INDEPENDENCE HALL

War II (Hog Id.Frt.)

1. Story of her wreck in convoy off Sable Isl. (Lg.Env.31)
The above story is now in (Note Book 23; pp 61)

Book 29
Album 14.

PHP 2

INDIAN

Puget Sound Frt. Lines.
Ex "L.P.Hosford"

PHP 1.

1. Port, broad, speed, Seattle waterfront. VG
2. Stbd. broad, race with "Aleutian Native" (Porthole)
3. Port broad, slow, close-up. VG (Mag. cut)
4. Port near broad, speed; close-up. (Porthole)
5. Port bow as the "L.P.Hosford" (Mag. cut)
6. Stbd. bow, close-up as she is now after 1954 re-modeling job. (Mag. cut) Book 33; p. 17.-16

Built 1931 at Portland as the M.V. "L.P.Hosford" as the first modern steel combination frt. and pass. vessel on the Columbia River. Her general dimensions 500 h.p. then were: 160' (o.a.) 30.5' x 10.5' She had a 500 h.p Atlas Imperial diesel.

In 1937 she was sold to P.Sd. Frt. Lines and was converted to a frtr. and renamed. In 1951 she was taken to Todd Shipyards in Seattle and widened to 40' and 9' 3" added to her length. Her dry cargo capacity has been increased 61% and her cargo dead weight capacity is increased from 270 to 470 tons.

M.D. July 21, 1951

MORE INFO. BOOK 36; Page 50

INDIANA

No. 100189

Sailing ship

A.P.A. 1901

1. No picts.

Built 1876 at Bath, Me. 1487 gross; 1413 net;
208.9' x 40' x 23.9'

INDIANA

No. 100080
Old Portland frt.
Str. Alaska-1902

1. No picts.

Built 1873 at Philadelphia, Pa. 81 crew; 1400 h.p.

Alaskan papers stated that she went on the Portland to Nome run Sept. 11, 1902

3335 gross; 2561 net; 343' x 43' x 24.9'

Classed as a steamship by the Blue book.

D.A.Disp. 6/18/1906 says she and several other strs. were at Nome and having Union troubles.

INDIANA HARBOR

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2612 tons, built by the American Shipbuilding Co.
at Loraine, Ohio, in 1920 for the U.S. Shipping Board.

In 1926 she was bought by Pillsbury & Curtis of S.F.
Had 1500 triple-expansion steam made by builders.

Wrecked without loss of life on Point Gorda, Calif.
May 18, 1927.

Emp. 5/20/1927/7 St. sch. "Indiana Harbor" wrecked on Pt.
Gorda, 45 miles south of Eureka and reported breaking
up. Crew of 25 men still on board and heavy sea running....

Emp. 5/24/1927/6 "Indiana Hbr." breaking up. 3rd Mate
Ragnold Knudsen says inshore current set him ashore...

INDIANAPOLIS

No. 100667
Yukon River steamer

1. No picts.

Built 1898 at St. Michael and operated on the River as a private prospector.

96 gross; 78 net; 70' x 15.8' x 3.2'

INDIANAPOLIS

Album 14.

Old P. Sd. Pass. Ferry

1. Stbd. broad, backing out; as converted car ferry. VG
2. Stbd. broad, speed as originally came to Sound. VG
3. Stbd. quarter, being dismantled in Lake Union. G

Cut up for scrap at Seattle by Paul Eidsmore,

Rammed and sunk ferry "Kitsap" in fog Elliot Bay,
evening of Dec. 14, 1910. All involved, saved.

D.A.Disp. 11/13/1907 says Str. "Ind." rammed and sunk the
small launch of the survey str. "Explorer" in fog last
night in Seattle Hbr. Two men, the steward and 3rd.
Assist. Eng. of the "E" were drowned. Capt. Johnson
formerly on the "Dolphin" was in command of the "Ind."

INDIANAPOLIS

U.S.S. Cruiser

8/17/1945/8 Reported lost in Phillipine sea July, 30th
with 100% casualties to her 1196 man crew. 5 are known
dead, 875 missing and rest suffering wounds and exposure.
(Syd Dennison was on her)

12/18/1945 Navy investigating sinking of "Indianapolis"
under Capt. Chas. B. McVey--master of "Ind."

See Lg. G.S. File under NAVY VESSELS, U.S, ETC.

Full story of her loss. TRUE MEN Oct. 1958 pp 32.

VG story pp 12 in CAVALIER for March. 1959

INLAND CHIEF

Steel diesel barge
Columbia River

1. Good pict. and story in June 1937 P.M.B. Page 16
2. Some info. pp. 32 Book 44.

INTERLAKEN

Album 11.

Small tug.

1. In group picture of Shively's fleet at his dock in Salmon Bay.

INTREPID

Old sailing ship

1. Pict of hulk; wrecked on Wash. coast. (PCA--7)

VG What she was and how she got there--- See "The Sailing
Ship That Wouldn't Sail" (S&S Spring 1957 pp 48)

INTREPID

Album 8.

Army steam tug.

Bellingham T & B.

1.

Port, broad, slow, Puget Sound. as Army tug.

ex "Chas. Councilman"

Dec. 8, 1951 Marine Digest said the B.T.B. steam tug was being taken to Foss Co. in Seattle and if found to be sound will be rebuilt into a diesel tug.

Built in Ballard in 1900 as the "Charles Counselman" Was operated by Delta V. Smith of Olympia before passing to the Bellingham Tug. and Barge Co.

Info. in Book 37; page 70

8/21/1939/6 "Intrepid" tows dredge to Wrangell Narrows.

Very good history on the old tug.

INVADER

Album 10.

Col. River tug.
(Diesel)

1. Stbd. broad, shoving oil barge. VG
- 2/ Good pict. of her pushing a large barge down river
a little above The Dalles pp 33; Dec. '53 S.S.S
3. VG pict. shoving barge in sunset. (S&S Fall '56; pp 37)
4. VG picts. and story. PWB Sept. '58 pp 7.

75' Powered with two 970 h.p. Cooper-Bessemer
Diesels

She was burned and sunk early in May 1949 on the
John Day Rapids. Later only her steel hull was salvaged
and she was completely rebuilt at the Russel Towboat and
Moorage Co. yard in Vancouver, Wash. Two new C.B. diesels
from a navy PC were installed. The fire burned for two
days in her and the hull was warped by the heat. A new
steel house replaced the former wooden house on the craft.
Capt. J.G.Ness of The Dalles is back on her as master.
She is owned by the Tide Water-Shaver Barge lines who
have placed her back on the run between Celilo and Umatilla

M.D. Sept. 17, '49

Similar to the "Keth" except built for Tidewater Trans.
Co. 141 Gross; 70 net; 85' x 24' x 7.5' Used in same
trade as "Keth"

INVERNESS

P.C.A. ②

K.S.Mills tug.

P.C.A. ③

① Port, near broad, slow Ketchikan Harbor.

② Port bow, speed, Ketchikan Harbor.

3. Pict. from Empire after she sank off Pt. Baker 10/4/55

See page 35 Book 39

D.A.Disp. 9/2 or 12/ 1916 pp.4 "Inverness" is the last word in sea-going tugs. 65' long and has a 200 h.p. oil engine. She will slide down the ways at Eagle Hber. this week. Built for the McDonald-Weist Lumber Co. of Wrangell (Firm composed of the 4 McDonald Bros/-- Scots---whence the heather name of "Inverness". They formerly operated mills on P. Sd. and plan to start at Wrangell. While their mill is being built the tug will be used in general towing in S.E.Alaska.

IONIAN MARINER

1. Towed in by "Wando"

Book 40; pp. 61.

IONIAN TRADER

Fire at Sea.

Book 40; pp. 53

IOWA

Yukon River craft

1. No picts.

Built 1898 on Lake Bennett.

IOWA

Post Card Album (1)

Bill Dickinson's.

1. Stbd. broad, at anchor p**ro**bably in Rocky Pass. Deer.
2. Another pict of her in my first Album.
- 3/ Speed in Kootznahoo Inlet. Book 38; pp 61

D.A.Disp. 10/19/1907 'J.P.Jorgensen's launch "Iowa" is on the rocks on the second Chilkat Id. and in a bad way. Capt. Harry Owens, L.Bennet and Loring Elliot made shore O.K. She was enroute Juneau to Skagway when she broke down and drifted ashore. J.P.Jorgensen took the "Fox" to the scene this morning

XXX

IOWA

Album 16.

Large freighter.

Album 25

1. Completely submerged; masts and part of stern showing.
2. Stbd. Qtr. high and dry.

Sunk in 1936---see info. (Book 44; pp. 26)

1. Port broad, speed. (Mag. cut)
2. Pict. of her on rocks. (Emp. 6/23/1941/2)

5165 tons: turned over to friendly Allied nation during War II under Lend-Lease.

A vessel of this name was involved in collision with the Panamanian Str. "Matapan" 10/16/1914 in lower N.Y.Hbr. The "Matapan" was sunk, and her crew and pass. all saved by the "Iowan".

6/23/1941/2 Pict. of "Iowan" on rocks on Pt. Conception,
North of Santa Barbara, Capt. S.A. Yates and crew of 42
American Hawaiian Line. Fog. C.G. "Persens" is seen
pulling on her---water is calm.

IRENE

Album 23.

Old wet-ass

1. At old Olympia, Wn. wharf with other old craft.
2. Also at old Shelton wharf.

IRENE

Album 10.

American Towboat Co.

1. Port, broad, slow, line out, as old steam tug. VG
2. Port, broad, slow, in Ship canal, deiselized. VG

M.D. Jan. 1, 1949 says she recently hung up on a snag while moored at the Shelton dock and promptly sank. She was later raised by a Foss Co. crane.

IRENE K.

Los Angeles yacht.

1. VG. picts. at Juneau and Victoria B.C. on ways, etc.
Also picts. of people on her when I acted as
pilot. (PCA-10)

XXX

Book 33

IROQUOIS

O.N. 100730

Album 14.

P. Sd. Pass, ferry.

Album 16

Steel hull

1. Stbd. broad, speed, P. Sd. stormy sky. VG
2. Port bow, none ashore, two tugs a/s port qtr.
See picture Album 16.
3. Port broad, still in stream. (Mag. cut)
4. Rebuilt; pict. and story; page 8; P.W.B. May, '53
5. Picts. and story; rebuilt; pp 24; May '53. Motorship

Was an excursion str. on the St. Lawrence River with home offices at Detroit and Buffalo. Built 1901. and packs 1950 pass. 22 knots. Purchased by A.S.S.Co. 10/25/1906 and brought around from the East Coast that winter. 3/4/1907 she was being brought around the Horn by Capt. John Johnson of the "Dolphin" Was ahead of the time made by the "Indianapolis" also brought around Horn by Johnson and which previously had record for fastest trip ever made by boat N.Y. to Pacific side of U.S.

Built at Toledo, Ohio in 1901. 1767 gross; 1202 net
213.8' x 46' x 15.2' 1500 h.p.

Was in the West Seattle boneyard along with the
"City of Sacramento" "Malahat" and "Vashonia"

M.D. 10/30/'50

Collision; see Book 36 Pages 25--26

For more on collision see Book 30 Page 63

Good history in Book 37; page 70 (Also pict.)

Plans for dismantling her were changed early in Mar.
1952 as the company received many feelers to buy her as
she is. No offer has been accepted as yet but her owners
have decided to hang onto her for a while. She may yet
see further service.

M.D. Mar. 15, 1952

Late info. page 30; P.W.B. Nov. 1952

1, 1953.

M.D. Nov. 15, 1952 says she was being converted to a fr.
vessel by the Tacoma Boatbuilding Co. and was recently
shifted to the Todd D.D. in Seattle for bottom work. When
this is completed she will be shifted back to Tacoma for
the rest of her conversion and should be completed by July

IROQUOIS

P.Sd. pass. str.

NOTICE: THIS MAY NOT HAVE BEEN THE BLACKBALL FERRY, but was definitely a pass. ferry used around the Strait of Juan de Fuca in 1911. Accounts of her other than the Capt.'s story of the capsizing, are meager. See the ALASKA DAILY DISPATCH 4/19/1911 "Capt. Sears, Cowardly Master of Capsized "Iroquois" will be Punished" She 'turned turtle' near Victoria, B.C. ten days ago.....etc.

D.A.Disp. 1907 says she would soon arrive from the East Coast and would make her first Alaska trip from Seattle on Apr. 15, 1907

Pict. in Book 41; pp 14

D.A.Disp. 7/21/1909 says 'A.S.S.Co. excursion str. "Iro." collided with the sch. "Endeavor" off Port Townsend, in dense fog, early today. Both badly damaged. Pass. on "Iro" were panicky, but order soon restored and both reach Port Townsend O.K.

P.C.A. (5)
Album (7)

IROQUOIS

Bellingham T.&.B.Co.
L.T. 461

- (1) Port, broad, speed, as B.T.B.Co. tug. VG.
- (2) Port broad, at sea as ATS.
3. PICT. BOOK 32; pp 24

Built 1892 at S.F. Calif. as the tug "Fearless"
for J.D. Spreckles In 1898 she was sold to the U.S. Navy
and taken to Honolulu----and her name changed to "Iroquois"
In 1928 she was sold to Bellingham Tug & Barge and she
was used on the crib haul from Clallam Bay. Went into
ATS during War II and turned back to B.T.&B. after.

152' x 26' x 13.6'

① Port bow nose ashore--Bar Hbr. Me. (Mag. cut)

② Bow view of above. (Mag. cut)

IRRAWADDY

Old Alaska str.
1900 as the
"Chas. D. Lane"

1. No picts.

See card on "Charles D. Lane"

IRVA

Daddy Lloyd's

1. Leaving Douglas float 1926. (First Album)

IRVING

Yukon River steamer

1. No picts.

See "Willie Irving"

ISAAC REED

No. 100159

Sailing ship

A.P?A. 1901

1. No picts.

Built 1875 at Waldoboro, Me. 1541 gross; 1488 net;
212' x 40' x 24.2'

ISABELLA

Yukon River steamer

1. No picts.

Built 1902 at St. Michael 162 tons. Her machinery came from the "Arctic Boy" Some time later she swamped at St. Michael and her hull was still in Andreaofsky Slough in 1944.

P.C.A. ⑥
PCA--6

ISIS

John Martinsen's packer.

- ① Stbd. broad at float in small boat hbr. 10/2/'48
- ② Stbd. broad, at dock in Juneau boat Hbr.
- ③ Stbd. bow at dock in Juneau boat Hbr.

ISKOOT

B.C. (Skeena River) Str
1898

1. No picts.

On July 1, 1898 she ran on a rock in West Inlet on the Skeena River to become a total loss. Capt. O'Brien, her master and pilot went up the wrong channel. Crew all safe and returned to Vancouver on the S.S. "Amur" Total loss.

ISKUM

Album 10.

(Diesel tug)

1. Stbd. broad, speed, Lake Union.

VG

There was a trading vessel of this name-----

Emp. 4/11/1928 M.S. "Iskum" which was 3 weeks overdue
has turned up safely at Unalaska.

M.D. 11/4/1967 Built in 1912 as a Canadian cannery tender.
Later sold to Pioneer Towing Co. and used on Puget Sound.
A few years back she won the Class C tugboat race during Maritime Day classic on Elliot Bay. She and the Pioneer Towing Co. tug "RESOLUTE" were recently taken to the Manson burning pits on West Pass and burned....

XXX

Album 16.

ISLAND BELLE

Small pass, frt.

1. Port broad, nose dry, burning, nearly even keel.

ISLAND CHAMPION

Canadian tug.

Ex ATS TP

1. Stbd. bow, speed. Cover PMB Feb. 1952

Book 32
Album 8.

ISLAND COMMANDER

Canadian St. tug.

1. Stbd. - broad at dock as U.S.T. tug V 1053
2. Port broad, speed. (Mag. cut.)
3. VQ pict. and info. repowered PWB. May, 1956 pp. 11.
4. VG Porthole Pict. June 2, 1956 M.D. (PHP--4)

M.D. 6/2/56---Had her 600 h.p. MacIntosh & Seymour diesel replaced with a 1200 h.p. heavy duty 8-cyl. Union diesel. by Burrard Iron Wks

She started life as the North Sea trawler named the "Andrew Kelly", built in Eng. at Selby. Rebuilt and converted to deep-sea tug in 1941. Used by A.T.S in Aleutians during War II. - 118' x 22' x 16'

After War she went to towing Davis rafts. Capt. Chas. Goodwin in command and has crew of ten men.

Being repowered etc. (N.B. 21; pp 41.) More pp 47.)
VG Pict. etc. (N.B. 21; pp 65.)

Book 32

ISLAND DESPATCHER

Canadian tug.

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

Formerly the American tug "Almara" she has been completely rebuilt and re-engined with a 320 h.p. Atlas Diestl. She is 85' long and the latest addition to the fleet of the Island Tug & Barge Ltd. of Victoria, B.C.

M.D. Aug. 27, '49

ISLAND HEMLOCK

Can. log barge.

1. Pict. and info.

(Book 43--pp. 41)

PHP-2

ISLAND NAVIGATOR

Ex U.S. Army "Miki"
Formerly LT 188

1. Stbd. bow; speed. (Porthole)
2. VG. pict. speed. (Book 39 pp. 26)
3. Picts. and Info. (Book 43--pp. 41--47--51)

Built by the U.S. Army and used in the Aleutian Campaign by A.T.S as the L.T. 188 (I believe)
Sold to the Island Tug & Barge after the war.

M.D. April 2, 1949 says Henry Foss is one of the directors of the company. It was founded in 1925 by Mr. Harold B. Elworthy. They now have 14 powerful tugs, 9 ocean going log and chip barges, 2 special oil scows, 2 floating derricks, 40 flat scows and the latest in salvage equipment. Other tugs besides the two original units are "Island Navigator", Island Commander, Island Rover, Island Challenger, Island Champion, Island Warrior and Island Ranger. Twin 690 h.p. F.M. diesels.

Makes long tow---see Book 37 page 57

Story of her salvage after she had hit rocks in Kyoqot Sound, B.C. and had to be beached. (Book 39: pp 26)
5/22/1947 "Island Navigator" reported in trouble off
southern Ore. coast with 4 units in tow. Rescue vessels to
her assistance.

ISLAND PRINCE

Med. Canadian Frt.

1951---

1. No picts.

After 4 months undergoing overhaul she returned to service in Sept 1951. Owned by B.C.S.S.Ltd. - 560 ton vessel has 600 h.p.diesel. Capt. W.D.Owens is master.

Owned by B.C.Steamship Co. in Mar. 1951. She is at Star Shipyards Ltd., New Westminster and being fitted with all-hydraulic gear.

ISLAND QUEEN

Ex. "Shishaldin"

1. No pict.

Recently converted and re-engined at the Fishermen's Co-op Yd. and now has a 500 h.p. diesel and has been re-named from "Shishaldin" to "Island Queen" She has been fitted with a YMS towing winch and will be employed mostly in towing work out of Anacortes. Now owned by Ken Thibert of Anacortes, Wn.

M.D. 11/12/'49

M.D. JULY, 22, 1950 says it was doubtful whether she would be salvaged or not. She had hit a rock in Bellingham Channel and was beached near Cypress Island, to prevent her from being sunk in deep water. Only her stern is visible above the water.

ISLAND ROVER

Album 10.

Canadian diesel tug.
(V E 009 A)

1. Stbd. broad, a/s derrick scow.

VG

1. Stbd. near broad, speed; (Porthole)
2. Stbd. broad, speed. (Mag. cut) Book 33. p. 11.
3. Stbd. broad, speed. (Mag. cut) BOOK 33; pp 48
4. Air view with "Island Navigator" towing tanker
"Tallahoma"
5. Pict. and story of rescue of "Maplecove" in Feb. 1953
P.W.B. mag. pp 19
6. Pict. in Book 42; pp. 1.
7. Pict. and story of salvage tow of "Adamas" in winter
1955-56 PWB. Jan. 1956 pp. 17
8. Pict in Book No. 43, pp. 58, and 41.

See card on LT-62

Built in Chicago in 1944 123' x 30' x 16'

Has a 1225 h.p. F.M. 7 cyl. diesel which the Island
Tug & Barge has added a supercharger to re-rate her at
1400 h.p. Fred McFarlane is Master.

During first week in Aug. 1951 she was towing log
crib off Race Rocks, B.C. when Canadian destroyer H.M.C.S.
"Nootka" ran into towline. Foggy. Took nearly an hour
to clear the destroyer---fortunately no damage.

M.D. Aug. 11 1951

Story of wreck and salvage; Page 30; P.W.B. Apr. '53

Good pict. speed; Book 40; pp. 48

P o VG Pict. and info. (N.B. 21; pp 57)

VG pict. and story of salvage work. (N.B. 21; pp 103)
VG pict. towing dredge. (N.B. 21; pp 106.)

ISLAND WARRIOR

Album 8.

Canadian st. tug.

1. Stbd broad, Seattle Hbr. a/s FP. boat. G.
As U.S.A.T. tug V0336

M.D. 9/27/1958 Being dismantled by Lipsett Steel Products
in Seattle.

The big steel vessel was recently towed here from B.C.
where she has been idle for many months.

Was a former Englis trawler type and has seen many
decades of service in B.C. waters.

XXX

Album 26

ISLANDER

Album 1

Album 17

Album 16

Album 25

Canadian Pass. Str.

1. Stbd. underway, smoke, Vancouver, Hbr. VG
2. Stbd. broad aft. Stern aground in some harbor
Picture taken 1893 See Album 16.
3. Bow view of debris sandwiched between "Griffson" and
"Forest Pride" after being raised. Album 20.17
4. Another view of above deep sea salvage job.
5. View showing both salvage ships head on and stern of
"Islander" after being beached. Album 20.17
6. Post cards, same as (3)(4)(5) above.
7. Post car of (2) above.
8. Stbd. broad, slow; smoke; near trees and houses.
9. Very good pict. in Book No. 38
10. VG Cover pict. STEAMBOAT BILL Summer 1959

See V.G. full accounts of wreck in Skegway Daily Alaskan
Aug. 17, 18, 21, 23, 25, and 28th pages 3 and 4.
Dead were 21 adults, 2 children and 16 crew (39 total)

Built 1888 at Glasgow, Scotland. 240' x 42' x 14.8'
Hit an ice berg in early morning of Aug. 15, 1901 and
sunk in a few minutes near the South end of Douglas Island
in Stephens Passage, Alaska.

Of the C.P.N.Co. began her service to Alaska in 1892.

✓ Was in Juneau Apr. 23, 1898 commanded by Capt. John Irving.
Brought 400 passengers to Skagway Feb. 11, 1898.

Salvage operations----see card on "Henry Finch"

✓ In 1903 a B.C. concern tried to salvage her but gave up when they could not locate the sunken ship.

✓ Apr. 26, 1904 Juneau papers proclaimed that the Seattle Salvage Co. with Capt. Warden Smith's diving apparatus was coming north to attempt a salvage. On July 14, 1904 Capt. Smith working from the wrecking barge "Neptune" claimed to have found the "Islander" in 50 fathoms of water and in good condition.

More info. in Book 37; page 47

~~Leonard Delano's yarn.~~ ~~May 10/96~~ / ~~No 1/3~~ / NOTE BOOK 24.

See story in The ALASKAN magazine --spring 1951

✓ 12/31/1901 DAILY ALASKAN (Skagway) says an ingenious device to raise her called the 'Hazard & Stearns diving vessel' was soon to be used. This is an egg-shaped glass vessel 4 or 5' in diameter, made of 2" thick moulded glass and stronger than iron. Two men would work inside of it.

✓ Arr. Sitka 7/9/'92 Capt John Irving, commanding.

Arr. Sitka 8/27/'92 Capt. Irving; and 50 pass. also bond for release of str. "Coquitlam"

✓ 2/2/'89 ALASKAN (Sitka) says 'Magnificent new str. "I" costing \$200,000. to build, would come to Alaska this summer with a charter party of U.S. millionaires on board.

✓ Arrived Sitka on First trip. Capt. John Irving. Has party of millionaires on board who chartered her for the cruise. Arrived Sitka 5/21/'89 Complete list of Officers in ALASKAN (Sitka) 5/21/'89

✓ D.A.Disp. 4/8/1903 Dick Meyer to raise the "Islander"

FORT WRANGELL NEWS 6/8/'98 says S.S. "Islander" Capt. Myers, was at McKinnon's Wharf and had 150 tons of frt. Capt. Myers replaced Capt. John Irwin.

D.Id.News: 6/19/1901 says that on June, 13th the "Is-" while docking at Skagway, backed into the str. "Flosie" and nearly tore all of her house off on the port side. Damage estimated at \$1200.00

✓ For some good first hand accounts of the sinking in 1901 see the ALASKA MINING-RECORD for 9/6/1901 also for 8/16/1901 and for 8/23/1901

✓ D.A.Disp. 8/5/1915 pp,2; The wreck of the "Islander" has not yet been found by diver A.J.Rogers and crew who are dragging in the area. They have the barge "Palmyra" anchored off the South end of Douglas Island while they are working. Part of their equipment consists of a small 10 ton submarine which it is planned to use when the wreck is located.

✓ D.A.Disp. 8/10/1915 W.J.Rogers finds wreck of "Islander" and has the "Palmyra" anchored over the spot. He will attempt a decent on Weds.

✓ D.A.Disp. 8/24/1915 Wreck is not found; work to go on.

(3)

ISLANDER

C.P.Nav. Co.

- ✓ J.C.M.R. 7/28/1892 "Islander" was on the rocks at Sitka on July, 23rd. 1892 and sprung several plats. She refloated and proceeded South in a leaking condition.
- ✓ D.A.Disp. 8/15/1901 The sinking of the "Islander" V.G. More on 16th, 17th, 19th, 20th and V.G. on 26th.
- ✓ D.A.Disp. 8/27/1901 pp.2; 117 saved out of total of 107 passengers and 71 crew-----makes 61 persons lost.
- ✓ D.A.Disp. 8/27/1901 pp.4; Built 1888 at Glasgow, Scotland. for the C.P.Nav. Co. at a cost of \$200,000. She arr. Victoria, B.C. from Eng. 12/9/1888 in charge of Capt. Gew. W. Robertson, ex Master on Cunard Liners, who later became a VAN.B.C. pilot. Capt. Walbran, of the D.G.S. "Quadra" was chief Officer. She went on the Victoria-Van. run and made several Alaska trips for the first time in 1890. More 8/30/1901 pp.3
- ✓ D.A.Disp. 8/29/1901 and 8/31/1901 Diver Moore to try and locate "Islander" using str. "Hating" in making the soundings in the area.
- ✓ D.A.Disp. 9/3/1901 Treadwell diver tells of new diving outfit for diving the "Islander"

- ✓ D.A.Disp. 9/6/1901 pp14; More good direct testimony on the sinking of the "Islander"
- ✓ D.A.Disp. 9/16/1901 Hearings being held in Juneau--- Officers were not drunk as charged. More on these dates: 9/20/1901; 10/31/1901;
- ✓ D.A.Disp. 4/3/1902 pp-3; Capt J.G.Cox of B.C. has the contract to try to raise the "Islander".
- ✓ D.A.Disp. 6/4/1902 Capt Lynch is sounding for the "Islander" for Surtus Hope who has the contract with Lloyds of London to raise her..
- ✓ D.A.Disp. 6/30/1902 and 7/5/1902 pp-2: Tug "Henry Finch" to salvage "Islander"
- ✓ D.A.Disp. 8/7/1902 "Islander" wreck found by "Henry Finch" in 100' of water and only 5 minutes run from Hilda Cr. Flats!
- ✓ D.A.Disp. 9/22/1903 Cummings Bros. of Van. B.C. plan to raise the "Islander". They have a new submarine cage, for which a patent has recently been applied for.
- ✓ D.A.Disp. 10/15/1903 More about 'screwy idea' of Cummin's Bros. of B.C. in their attempt to raise "Islander"
- ✓ D.A.Disp. 7/14/1904 Wreck of "Islander" found in 50 fathom by Capt. Smith of the Neptune Co.---she is reported to be 'laying on her side'----

(4)

ISLANDER

C.P.Nav. Co.

- ✓ D.A.Disp. 7/15/1904 pp.3; More on "Islander" salvage operations by diver Smith...
- ✓ D.A.Disp. 8/5/1904 pp.3 More on "Islander" salvage.
- ✓ D.A.Disp. 9/8/1904 pp.3 V.G. (Interesting) article on "Islander" salvage attempt.
- ✓ D.A.Disp. 4/8/1903 Dick Meyer, deep sea diver, to attempt to raise the "Islander"
- SEE CARD ON PRINCESS SOPHIA (Mentions Deep Sea Salvage Co. who dove on ~~Island~~ " " Empire 7/25/1919 pp.8 will dive "Islander" after this.
- ✓ Emp. 5/18/1921 Capt. Walters, and the chartered gas-boat "Suemez" to come to Juneau to raise "Islander"
- ✓ Emp. 5/24/1921/8 Frank Walters arrives. To raise "Islander"
- ✓ Emp. 5/26/1921/8 "Suemez" out to scene of "Islander"
- ✓ Emp. 7/11/1921/8 "Islander" wreck found one mile S of Douglas Island---Diver Walters says she was 'blown to bits!"
- ✓ Emp. 1/23/1922/8 Sand and silt to be pumped out of "Isl." by F.L.Walters and his boat "Suemez"

Story in Seattle P.I. 3/29/1956 (Book 44; pp. 29.)

(1)

ISLANDER

C.N.R. Str.

- ✓ 1/31/1929/6 Talk of raising the "Islander" is heard around town...
- ✓ 5/30/1929/8 The tug "Henry Finch" arrived in Juneau today with Carl Wiley the diver on board. Intends to try and locate the "Islander"
- ✓ 6/25/1929 Wiley Bros. operating from the tug "Henry Finch" have found the safe from the "Islander" and will raise it in a few days. They are using a special diving bell
- ✓ 6/27/1929 The gold salvors working on the "Islander" want to keep things secret---threaten to sue if papers tell any more about their activities around the "Islander"
- ✓ 7/10/1929 Tug "Henry Finch", Wiley Bros. leaves the " " and will go South for the season.
- ✓ 9/11/1929/8 Trophies found on "Islander" Wiley Bros. store equipment until next spring on acct. of weather.
- ✓ 11/26/1929/8 Wiley Bros. back with tug "Mary Ellen", Capt Chas. Hayes who is also a diver. Will look for places to anchor equipment, etc.

- ✓ 12/20/1929/8 Wiley Bros. offer \$1000. bonus to the diver who finds the "Islander" safe...
- ✓ 1/17/1930/7 Taku gale swamps Wiley Bros. barge anchored over the wreck.
- ✓ 1/21/1930/8 Wiley Bros. quit work on "Islander" salvage. Their 40' barge upset and dumped about \$20,000. worth of diving equipment. Will be back next summer.
- ✓ 1/23/1930/8 Wiley Bros. decide to dive again in two weeks. Capt. Hayes has found one of ~~the~~ the diving bells.
- ✓ 3/10/1930/3 Wiley Bros. return from South with a 146' barge (the old hull of the "Bremerton") and the tug "Mary Ellen", Capt. Charlie Hayes.
- ✓ 7/26/1930 Wiley Bros here with new outfit to replace their equipment lost in storm last winter from barge anchored over the wreck (Bremerton) (Note: obviously both the "Bremerton" and the "Resolute" may have been on scene)
- ✓ 8/13/1930/8 Islander salvagers using the old "Bremerton" V.G. tells about the people involved with the Company.
- ✓ 8/22/1930/8 Gold and diamonds, \$4500. worth have been brought up from the "Islander" and put in the bank.
- ✓ 9/15/1930/3 Work on "Islander" to continue. Capt. Chas. Hayes in charge.

(2)

ISLANDER

C.N.R. vessel.

- ✓ 10/3/1930 "Islander" salvagers have rough time in gale
Lost their 38' tender, etc.
- ✓ 10/30/1930/6 "Islander" divers bring up a pair of pants
found hanging on wall in a stateroom---it had \$6.75 in
silver in pockets.
- ✓ 12/22/1930/2 Work on "Islander" salvage stops and buoy
is placed over wreck.
- ✓ 5/4/1931 "Bremerton" again anchored over wreck. Russel
Clithero in town.
- ✓ 5/18/1931/4 Considerable heavy equipment, including a
large barge equipped with 40 winches and a crew of
40 men will be brought up next month to work on "Islander".
- ✓ 9/23/1931/7 New equipment for salvage work left Seattle
on Fri. Sept. 25th. Now known as Curtis-Wiley Marine
Salvors, Inc. organized in Seattle last spring and
capitalized at half a million bucks. (Paper lists off-
icers of the concern) Have purchased the old "Griffson"
from James Griffiths & Sons, of Seattle last week and
have chartered the tug "Seal" to tow her North next week
They have two deep-sea divers to do the diving--Capt.

Chas. A. Hayes, and Russel Clithero. They will operate from the Wiley Diving bell which is described in paper. 2140 net; 2259 gross and 4200 deadweight tons.

- ✓ 10/12/1931/7 "Griffson" not to be towed from Seattle until Dec. 40 steam winches are being installed.
- ✓ 10/27/1931/8 Capt. Hayes and Russ. Clithero of the tug "Fish" from the "Islander" salvage operations, are held for shooting deer out of season and for feeding it to the salvage crews.
- ✓ 10/29/1931/8 V.G. Hayes and Clithero released on their own recognizance. Have a crew of 5 men who informed the game wardens because they haven't been paid in some time.
- ✓ 4/1/1932/3 New diver to work "Islander" arr. from East Coast of U.S... Capt. A.J. LaGasa. He will dive on a percentage basis with Wiley Bros. From the "Bremerton"
- ✓ 4/7/1932/7 Diver LaGasa charts "Sitka" to dive "Islander"
- ✓ 6/28/1932 Juneau diver, E.H. Wiley, charged with daring hold-up of a Seattle P.O. Confesses to robbery of \$28,600. Being held in jail at Olympia.
- ✓ 2/3/1933/6 H.W. Marsh of Bellingham, a tugboat man, plans to attempt salvage of "Islander" gold. He has a 2-man diving bell capable of going down 500'.

(3)

ISLANDER

- ✓ 2/14/1933/3 Geo. Skuse went down to "Islander" in Art LaGasa's diving suit today. He went down to the wreck on his boat "Jerry" with Leonard Forrest, Archie Jonas, and Jimmy Steele.
- ✓ 3/14/1933/6 Wiley-Curtis Salvage Co. here with the boat "Beloit II" and have again anchored over the wreck to resume salvage work for this season. The company has been reorganized.
- ✓ 4/15/1933/2 La Gasa brings brass from "Islander" to town. Excellent condition after being down for 32 years.
- ✓ 6/21/1933 Curtis-Wiley to take over work of salvaging the "Islander". Have 30 men on the job and a large barge and two scows and the steam tug, "Georgia" and gas-boat "Fish" on the job. Capt. Hayes retained with them. The "Georgia" towed the large sailing ship barge "Griffson" up last week and has her anchored over the wreck.
- ✓ 7/29/1933/8 Salvage work coming along fine. Have four cables under the vessel. "Georgia", Capt. Geo. W. Rose in town for supplies.
- 8/ 5/1933/8 "Wanderer" advertising trip to Marmion Island

Falls Creek and "Islander" wreck for \$1.00---bring your own lunch and we furnish coffee.....

✓ 12/7/1933/2 Salvor's doubtful "Islander" has \$1,000,000.

✓ 12/28/1933/3 The 34' "Undine" gas-boat of Curtis-Wiley Salvors, broke loose from the "Griffson" in a Taku storm and wrecked on the S. End of Douglas Island, Capt. Chas. Hayes reported today.

✓ 4/19/1934/6 Tug "Georgia" of Curtis-Wiley Salvors, Capt. Geo. Rose and with Capt. Frank Curtis is due from Seatt. towing the old barkentine "Forest Pride" which will also be used in the raising of the "Islander" along with the "Griffson" They also have a barge hooked on behind. The "Forest Pride" has been idle in Lake Union for five years. Sold to Curtis-Wiley outfit recently by the Lake Union D.D.Co. Built during War I, at Grays Hbr. Motorship Corp. of Aberdeen. One of 3 wooden 'sisters' the others being the "Forest Dream" which is still under sail for a Swedish firm, and the "Forest Friend" sold to a Van. B.C. fish firm and used as a fishing barge. A 4th sister was set up and about half completed when wrecked in the stocks. (??) 241.5' x 44' x 19'

(4)

ISLANDER

- ✓ 4/20/1934 Tug "Georgia", Capt. J.C. Brownfield, towing the "Forest Pride", arrived at Green's Cove today and work raising the "Islander" will be resumed tomorrow. The "Griffson" moved the wreck into shallow water until operations stopped last Nov. by inclement weather.
- ✓ 5/21/1934/6 Diver Chas. Hutchins, working "Islander" brings up specimens etc. Says he has seen no octopus' but could be there might be some around.
- ✓ 7/20/1934/2 "Islander" superstructure now above water!
- ✓ 7/23/1934/4 Norton Chapp and G. Wilbur Wester here to go to "Islander" (Stockholders in Co.)
- ✓ 7/25/1934 "Islander" hull high & dry! Brought up from 375' of water after 32 years!
- ✓ 8/10/1934 Some gold recovered from "Islander" but big stake net found.
- ✓ 8/20/1934 "Islander" may be floated and towed South for a marine museum. Hull is sound. About \$40,000. was recovered from an expenditure of nearly half a million dollars to raise her! About \$20,000. was gold, the balance, jewelry, trinkets, etc. and 150 tons coal.

- ✓ 8/2/1934/5 Tug "Georgia" to pull "Forest Pride" off the beach in Green's cove and tow it South tomorrow.
- ✓ 9/26/1934/6 "Islander" floats for first time in 35 years. Bulkheaded and floated 600' up the beach says Capt. Charlie Hayes of the "Pewee"
- ✓ 1/22/1935 Barge "Resolute" cast adrift purposely so she would be beached as she was in danger of sinking at anchor off Green's Cove with men on board and the gale 'Taku' was so bad they could not have rowed ashore! She drifted on rocks near Oliver's Inlet and the four men on her made shore and had a lean-to to live in. Barge 104' long and about 400 tons is a total loss.
- ✓ 10/23/1935 Capt. John Irving here and going West. VG History of the man who years ago was pilot and Master of the "Islander"
- 1/1/1936/7 S.J. 'Joe' Grimmett, assistant watchman with Henry Olson on "Griffson", died in his sleep. Buried in Juneau today.
- 3/7/1938/6 Professional divers claim octopus are sissies. See info. in Lg. G.S. File under ~~CANADIAN~~ STEAMERS (Old) BRITISH COLUMBIA STRS.
- PICT. B.S. story. BOOK 44; pp 29

XXX

ISLANDER

Album 5.

Album 15.

Album 16.

Later "Mohawk"

Then tug "Paula"

Sm. Sd. Pass.

1.

Port, broad, at old wharf. as Sd. Pass. boat.

G

2.

Port, broad, at Std. Oil dock; Friday Hbr.

VG

3.

Stbd. bow, aground near dock; ~~stbd.~~ list.

See Album 16. for pict.

ISLANDER

SM. Sd. Pass. str.

1. No pict.

This vessel should not be confused with the "Islander" that became the "Mohawk" and "Paula"

Built 1904 at Newfall, Wn. 162 gross; 87 net;
72' x 18.9' x 9' Sold to Mexican interests 1920 after
conversion to a frt. vessel. As originally built she
replaced the old "Buckeye".

ISOM

Yukon River steamer

1. No picts.

See "Will H. Isom"

ITALIO

Cannery tender
Fish packer..

1.

Wrecked (stranded) on E. bar of the Kaliakh River above Yakataga Aug. 29th 1956. Floated over the bar and into the River on Wed. Sept. 5th Then beached in lee of the point for repairs to sprung seams. On Sat night at 21:30 Harold Hoffstad went below to start the gas auxiliary and the vessel exploded then burned to the water line---and beyond (she was high and dry at the time) to become a total loss.

Harold and his brother were operating her for Mrs. of Hoonah cannery---packing fish from the Gulf coast bars. (I believe he had an option to buy her)

5/12/1938/5 Libby's "Italio" arr. J. from Yakutat, Capt. Nels Eide (young man) Hit 60 to 70 mile gale and was 24 hours late in crossing Gulf.

IVANHOE

Sailing vessel
(Coal carrier)

1. No Piet. (Oct. 15, 1949)

M.D. June, 25, 1949 Mentioned in story of ancient binnacle picked up by beam trawler. (Letter from a Frank R. Atkins, sec. of Pioneer Assn. of State of Wash. Says she was towed out past Cape Flattery by the old steam tug "Tyee" Sept. 27, 1894, laden with coal. She went missing with all hands and without trace. Among her passengers was Frederic J. Grant, editor of the Seattle P.I. who embarked on the ship for a vacation.

D.A.Disp. 5/24/1918 pp.6; Message in a bottle supposed to have been from the ship "Ivanhoe" which was last reported sighted in a gale by the "Fanny Dutard", Capt. Peterson, at 47° 53" North and 123° West (Something wrong here -- this would be practically on the beach on the coast of Washington State a few miles below Cape Flattery...) The "Ivanhoe" under Capt. Griffin, was reported to have foundered at this time ---Sept. 30, 1894....

D.A.Disp. 6/10/1918 pp.5; Old pioneer, Ben Olson at the Pioneers Home in Sitka tells of sinking of "Ivanhoe" 90 miles off Cape Flattery 9/30/~~1918~~ 1894.

IVANHOE

Album 12.

Large diesel tug.

1. Stbd. broad, stepping along; Large "K" on stack. G

Built in 1907

Dimensions 110' x 24' beam.

Unit of Kingcombe Navigation Co. which also has tugs.

"Teeshoe" 110 h.p. Union diesel

"Progressive" 350 h.p. Union diesel

"St. Faith" Steam tug.

She discarded her 300 h.p. tripe expansion steam job in 1937 and a big 6-cylinder 600 h.p. Union diesel installed which turns 240 r.p.m. 16" x 20 $\frac{1}{2}$ " stroke 90,000 lbs.

Used mainly on log crib hauls from Port Harvey to Powell River Mills.

IVER FOSS

Album 13.

Foss L. & T. Co.
Diesel tug.

1. Stbd. broad, slow, Elliot Bay.

VG

Ex "Angeles"

IVERNA

British bark
1906

See story of 'Crazy Capt.' in FAIRBANKS WEEKLY TIMES
11/24/1906. She beat back and forth along the Ore.
Coast for many days. When Pilots tried to board her
she would up sail and pull/ away.