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

General Marine Files

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MAAGEN

Canadian tug.
Cliff T.B.Co.

1. Pict. and info.

Album 43.

MABEL

Small Skagway str.
1900-1901

Used in conjunction with the "Vira Rial" to haul mail etc.
Haines-Skagway. Owned by Percy Hunting and Capt. Tompkins
of the Vira Rial"

MABEL F

Yukon River steamer

1. No picts.

Built and operated on Lake Bennett.

Album 14.

MABEL

Old stern-wheeler.

1. Port, nearly broad, close to bank in slough. VG

MACEDONIA

Jack London's story

Ex. "Alexander"

See card on "Alexander" 3-masted steam bark. Book 37 p.20

MACKINAW

C.G. Icebreaker-cutter.

1. Port bow, breaking ice for frtrs. St. Mary's river.
(Mag. cut)

Sistership to the "Eastwind", "Northwind" "Edisto",
and "Burton Island"

The propulsion plant in each of these vessels consists of 6 opposed piston diesels rated 2000 h.p. each at 810 r.p.m., each of which drives a 1375 KW generator. In addition, there are four auxiliary sets, each driven by a 300 h.p. diesel prime mover, thus giving a total of 13,200 h.p. installed diesel horsepower per ship in this class vessel. Motorship Nov. 1948

MACKINAW

Small steamer

1. No picture.

A note in Bight of the Line (PMB) stated that about 1913 she towed the famous steamers "Will H. Isom" and "Leon" from the Yukon River to Seattle.

D.A.Disp. 7/5/1906 says the Str. "Mackinaw" arr. at Seattle from Nome.

Alaska Daily Record 7/16/1908 says the "Mackinaw" and "Greenwich" were the first steamers to break thru the ice today and arrive at Nome.

D.A.Disp. 7/2/1909 says she left Seattle 6/18/ and is ashore on Stewarts Id. near Nome in 2 fathoms. Was shoved ashore by the ice pack.

D.A.Disp. 1/27/ 1913 says a str. of this name ploughed into the San Pedro breakwater early today and is badly damaged. Enroute S.F. to Panama.

D.A.Disp. 5/30/1915 Str. "Mackinaw" suffered a fire in
the engine room and was disabled at sea. The fire is out
but she is being towed in to S.F.

MACLOUFAY

P.C.A. 3

Album 27

Miki type tug.

P.C.A. 4

Ocean Tow Inc.

1. Stbd. bow at Engineers dock, Juneau.
2. Port broad, bringing BCL a/s around rock dump. Two.
3. Port near broad, speed; Seattle Hbr.
4. Port broad; speed; (Mag. out) Book #34 page 19
5. Port broad; speed. also pict. of Ray Thurston.
Book 33; page 10

See card on "Patrick"

Barge wrecked---see Book 30, Page 72

See page 19 Book #34 for story of collision with "Andrew
Foss"

XXX
Album 16.

MACRAY

Tender- tug.

1. Sunk, house gone, looking foreward from on deck.
2. Port, broad, bow and masts showing; after portion
eigher gone or submerged. port list.
3. House only, and some wreckage. sitting in sand.

Check date of wreck (Oct. 15, 1938)

Another report says she wrecked on Cape St. Elias Oct. 17
1938 without loss of life.

Owned by P. Sd. Bridge & Dredge Co.

10/18/1938 Tug "Macray" wrecked near Hinchinbrook Id.
in gale. 6 men crew safe and taken to Cordova by C.G.

"Morris"
11/1/1938/6 Barge of P.Sd. B & Dredge Co. lost from the
wrecked "Macray" was sighted adrift off Cape Hinch-
brook.

P.C.A. ⑥.

MADDOX

U.S. Navy destroyer
No 731

①. Port broad at Engineers Dock. Juneau; May, 29, '49

MADGE

Album 10.

Old steel steam tug

1.

Stbd. broad, moored to saw-mill dock.

VG

MADRONA

163' Frt Supply vessel
"Col. Chas. L. Willard"

1. Pict. as the "Col. Chas. L. Willard"
2. Info. BOOK 35; pp 29

See alternate card.

MADRONA

Book (29)

Sm. Diesel tug.

(1) Port broad, speed. good. (Magazine cut)

MAGDALENA

Book 31.

British Luxury Liner

1. Set of 3 picts. showing her wrecked in 1949

MAGDALENA

Royal Mail Liner
(British)

1. No pict.
2. See wreck PICTS. BOOK 31, pp 52-53

Built this year (1949) in England. She was on her maiden voyage to S.A. when she ran ashore outside Guanabara Bay on the Coast of Brazil. Her passengers were removed by the Steamship "Goiazloide" (350 pass.) Pulled free by tugs she was being escorted to Rio by five tugs and a destroyer when she broke in two in heavy swells. The bow section went ashore at Sugar Loaf in the entrance to the bay and the stern section floated about 300 ft. off the beach. Her 237 crew members were saved although some suffered slight cuts and bruises.

She was a ship of 17,500 tons gross and was launched at Belfast Ireland less than a year ago. Had sailed from London on Mar. 9, 1949 in command of Capt. Douglas Lee a veteran of 40 years with Royal Mail Lines who had planned to retire at the end of the voyage.

She was insured by Lloyd's of London for eight million.

M.Digest 4/21/'49

Book 29

MAGDALENE

Diesel tug. P.SD.

1. Stbd. broad. slow. good. (Magazine cut)

Book 33.

MAGELLAN STRAITS

Tug of Straits Towing
Ltd. of Vancouver, BC

1. Port broad, still in stream. (Mag. cut)

Built in Victoria in 1944 for the R.C.A.F. as the supply and salvage vessel "General MacKenzie. Powered with a 500 BHP Enterprise diesel 98' x 26' x 14.5'

Later passed to Mexican interests in Santa Rosalia, Mex. Purchased from Mexicans in June 1951 by Fred McKean of Straits Towing and will become a unit of their towboat fleet. Under Mexican ownership she was named the "Mar Bermejo" Has electric tow-winch with 1900' of one and a qtr. inch towcable. Crew of Mex. delivered her to Vancouver.

M.D. Sept. 29, 1951

MAGGIE

Old Coastal Steamer

1. No picts.

She was ashore Sept. 4, 1904 near Cliff House, Calif.
Towed off later.

MAGIC

Album 10.

Old steam tug.

1. Stbd. broad, a/s sawdust scow tied to shore. G

- ①. Stbd. broad, with "Ensee" at N.C.Co. dock.
- ②. Port bow, with "Ensee" at City dock. Juneau.
3. Port broad, speed; (Book 33; page 30) Gen. info.
4. VG. pict. and story of her as one of five tugs of the Garvin Towboat & Barge Co. of Long Beach, Calif.----
(PWB Feb. '57; pp 31)

MAHOE

Book 29

Lg. tug. Hawaiian

1. Port broad, speed. crowded. (Magazine cut)
2. PICT. BOOK 32; pp 56

Coolidge designed: Built at Ballard Marine Railways in
1925 120' x 24.6' x 12 Gross 230; net 162
Cruises 24,000 miles on 20,000 gallons fuel at 10 knots.
Has twin 360 h.p. F.M. diesels.

"Mahoe" means "Twin"

Owned by Young Bros. Ltd. Honolulu. T.H.
MORE INFO. BOOK 36; Page 31

MAHOPAC

Album 7.

U.S. Navy tug.

1. Stbd. broad, slow, in Elliot Bay.

G.

MAID OF OREGON

Album 5.

Two-masted schooner

1. Stbd, broad at dock; deckload sacks; old. VG
At Sullivan's Slough 1892

~~Maid of Oregon~~ ~~Old Maid~~ No. 2 ~~John G.~~ No connection.
See Clipping Scrap Book No. 1. Page 0.

Built 1888 at Astoria, Ore; for a Capt. Brazil Grounds to be used in the Ore. coast trade. Was used on P. Sd. from 1890 to 1895 in grain trade from Samish & LaConner flats. Not in register after 1899. 99.49 gross; 91.88 net
91.3' x 25' x 5.9'

Book 38
PHP. 1.

MAID OF ORLEANS

No. 91507

Two-masted schooner.

~~XXXXXXXXXXXXXXXXXX~~

"Old Maid No. 2"

"Joan G."

1. Stbd. bow at old pile dock. (Porthole)
2. Port bow at dock.
3. Good pict. and info. on pp. 2 in Album 44.

M.D. 3/10/1936---Refloated off Boat Bluff and towed to
Prince Rupert. (Book 39; pp. 56)

Believe her accident occurred May 19, 1935
Built 1882 at S.F. Calif. 180 gross; 171 net;
110.2' x 29.5' x 9.8'

When the barge "C.S. Holmes went aground recently at Esteban, B.C. and broke into four pieces, she was in tow of the tug "Joan G" which was the former sailing schooner "Maid of Orleans". The tug was built in 1882 and the "Holmes in 1893. M.I.D. 3/24/'51

D.A. Disp. 11/1/1905 Sch. "Maid of Orleans" has rough trip to Alaska.

Some very good history on her on pp. 29; P.W.B. Nov. 1954.

Empire: 4/14/1919 She is being used in the Alaska codfish trade.

Emp. 8/28/1924 "Maid of Orleans" has been missing in the Arctic since 6/25/1924 and the sch. "Ruby" has left to conduct a search.

1954 Info. Book 44 pp. 8. (Now a herring barge)
More info. BOOK 44; pp 2-8-20

Book 29

MAINE

~~S*-A. War. Battleship~~

1. Port bow, in Havana Hbr. (Mag. cut)
2. Good pict. in Apr. '52 SHIPS & SAILING Page 40

Some info. on page 40 S.&S. Apr. '52

Story of sinking in Envelope No. 5. (Note Book (1) pp 76)
(1) is Colored Note Book Red.)

- ①. Stbd. bow coming under Douglas bridge Oct. 2. '48
- ②. Stbd. qtr. passing under " " " "

1. No pict.

NEWSLETTER --No. 101 May, 1958
It is expected within a few days a new salvaging arrangement for deep water work will be tried out on the Str. "Mainlander", lying off W. Pt. This is a steel pile with a pointed head; cables are fastened on this head and a heavy pipe connection leads to the surface. This is driven thru hull of a ship and arms provided on slides open out and give large pulling space on each side of pile. A device on pile lets go of pipes which is hauled up and out of way. By aid of tides, wreck can be worked toward shore. Capt. Peacock, Eng. diver (driver) and others, are interested in the apparatus. Machine is being constructed at Schake Mech. Wks.

Built 1900 at Tacoma and used on the Seattle-Tacoma run. 162' x 28' x 12.6' Made trips to Van. B.C. also. In 1903 she passed to the Pacific Coast S.S.Co. on the Seattle-Bellingham run. Lost in collision with the British ship "Celtic Monarch" near West Pt. Nov. 1905 The "C.M." was in tow of the tug "Sea Lion" with Tom Duffy on watch. Commanded by Capt. John Ellsmorē Capt. Chas. Manter was skipper on the "Sea Lion" Her crew and 16 passengers were saved by the tug. At that time the "Sea Lion" was owned by the Puget Sound Tugboat Co.

About Jan. 14th, 1902 she ran on the rocks on Sinclair Id. B.C. at half speed. Her pass. and cargo were removed by the str. "State of Washington" She was on the Seat le. Vancouver, B.C. run.

Built 1900 at Tacoma, Wn. 484 gross; 329 net;
151.2' x 30.3' x 10.6' 37 crew; 600 Nominal h.p.

MAJAWELI

No. 93264

American barkentine

4-masted 1904

1, No picts.

Wrecked during a gale on the West Coast of Vancouver Id. on or about the 14th of Nov. 1904 No one survived. A Seattle steamer reported sighting her foundering close in on the Vancouver Id shore near the entrance to the Str. of Juan de Fuca on that day. Due to storm conditions and hopeless position of the stricken ship the str. was unable to render any assistance.

Believe the papers mis-printed her name as I find a record of a Bkn. "Makaweli" nor "Majaweli" in Blue Book Built 1902 at Oakland, Calif. 899 gross; 821 net; 194' x 39.5' x 17.5' Crew of 13 men.

MAJESTIC

American bark
1892

Arrived 8/30/'92 at Victoria, B.C. from Petropavlovsky with crews of the British schooners "Rosie Olsen", "Ariel" and "Willie McGowan" and the S.F.Sch. "C.H.White" all had been seized on the high seas by Russian gun-boat "Zabiaka" and Russian str. "Kothik" about 50 miles below Copper Id. and between the 18th and 28th of July 1892. The crews were put ashore and the vessels confiscated. They had been made to sign papers stating that they were sealing in Russian waters and threatened that if they did not sign they would be sent to the salt mines of Siberia.

MAJESTIC

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

810 tons, built 1908

Wrecked without loss of life on Pt. Sur, Calif.

Dec. 5, 1909.

No further details of the vessel available.

MAJESTIC

No. 223177

Halibut schooner

1. Port bow at City dock Juneau after being raised by
Lyle Davis on the "Lexine" (Linwood Davis)
(First Album)

raising--colored as usual etc.) Temporary repairs
will be made here and then she will be taken to Ketchikan.
for permanent repairs.

Built 1923 at Seattle, Wn. Gross 49: Net 33
60.4' x 15.8' x 8' Had 65 h.p. oil engine in 1928
Owned by P. Peterson of Ketchikan. She had hit on
Georges Rock (Auk Bay) in 1926 and sunk; Later raised
by Linwood Davis with his boat the "Lexine"

Emp. 4/15/1927 Halibut sch. "Majestic", Capt. C.P. Petterso
hit Georges Rock in Auk Bay at 04:00 today and sank in
5 minutes. Capt Peterson is more popularly known as
'Pete Kaloogan' He and his partner, Karl Abrahamson,
were on wheel, dark and snowing and brisk N. wind.
Crew of 9 took to the dory and rowed to Douglas Island
where they were picked up by Pete Oswald on the "Celtic
and brought to Juneau.. She is a 60' sch. built in
1923, 49 gross, 39 net; powered with 65 h.p. diesel
and cost \$20,000. to build. Insured for \$10,000.
One of her crewmen y Bergan Knutson was on the "Scandia"
when she sank near Kodiak last fall. The "Majestic"
had just towed the disabled halibut boat "Gladstone" to
Juneau from Yakutat with a broken tail-shaft.

Emp. 4/18/1927/8 Capt. J.V. Davis and boat "Lexine" raised
"Majestic" and have her in Juneau. V.G. full acct. of

MAJESTIC

Book 29

Lg. Ocean Liner
ex "Bismarck"

1. Stb. near broad, NY. skyline; (Magazine cut)
2. Good picts. and info. pp20. Nov. 1953 S.&S.

MAJESTIC

Sm. old P. Sd. pass.
steamer.

Later "Whatcom"

D.A.Disp. 1/27/1905 pp.3; Str. "Majestic" has been remod-
eled and renamed "Whatcom".

MAJOR CHARLES L. CHARLEBOIS

Album 8.

Cannery tender.

1.

Port bow, speed, Seattle waterfront.

VG

Ex "Capt. Bing" and later ST-51 U.S.A.T. Tug.

MAJOR ETHEL A. ROBBINS

Album 8

U.S.A.T. tug.

1. Port, broad, speed, in stream Seattle Hbr.
As U.S.A.T. LT 1.

MAJOR EVAN THOMAS

Album 5.

Old U.S. Army Engrs.
Steam Pass. now tug.

1. Port, nearly broad aft. Two decks, white paint. G
Later tug "Retriever"

MAJOR JAMES L. CLARK

Album (7)

U.S.A.T. Yacht.

(1) Port broad at Pier A. Seattle under A.T.S. VG.

MAJOR RUBEN L. FAIN

Album 8

Tuna boat.

1. Stbd. broad, anchored Sitka Sound as FP-28

MAJOR TOMPKINS

Old P. Sd. str.

1. No picts. Info. Book 37; page 35

MAKEDONIA

Lg. Greek Frt. 1956

1. See articles and pict. in Book 39; pp. 40--43--44

MAKENA

Book (29)

Steel steam schooner.
ex "Cowboy"

(1) Port near broad, slow. (Magazine cut)

MAKINAW

Lg. C.G. ice-breaker

1. PICT. BOOK 32; pp 59

MALAHAT

PHP. 1.

P. Sd. car Ferry.

1. Stbd. bow at pier. (Porthole)
2. VG broadside in STEAMBOAT BILL Dec. 1956. pp 94.

MORE INFO. IN BOOK 36; Pages 14-32

Laid up in West Seattle boneyard in 1950 along with "Iroquois" "City of Sacramento" and "Vashonia"

Being repaired in June 1951 at a cost of \$70,000. to be used on the Port Angeles-Victoria, B.C. run this summer.

M.D. May 19, 1956-- O.H. 'Doc' Freeman recently bought the big ferry "Malahat" from Black Ball Ferries and is now offering it for sale.

The 210' ferry was last used on the Port Angeles-Victoria run. Formerly the "Napa Valley" used on S.F. Bay between S.F. and Vallejo. She has been at the Winslow yard of Commercial Ship Repair and was drydocked last week for inspection and bottom painting.

See pict. and info on her burning completely at Portland, Ore. on Sept. 5, 1956

MALAYA

Danish M.S.

1. VG. porthole pict. at Ketch. Pulp Mill dock. (PHP-4)

Loads out Ketch. pulp. (NOTE BOOK No. 1. pp60)

MALAREN

Old Swedish steamer

1. No picts.

Oldest ship under the flag of Sweden has been sold to Belgian shipbreakers. She is the 105 year old "Malaren" built in 1848 at Motala Shipyard in Norrkoping. She is believed to be one of the oldest steamers afloat.

Originally named the "Gotheborg" her name was changed to "Hans Brask" in 1865, to "Hjo" in 1875, to "Koping" in 1882, "Arboga" in 1889, "Vestmanland" in 1911, to "Fenix" in 1919 and to "Malaren" in 1926.

During her century of service, she was re-engined twice, once burned, and once lengthened. Her last owner was Acpt. O. Kolmodin, who purchased her in 1939.

M?D? Apr. 26, 1952

MALASPINA

Alaska State Ferry

Officers:

Capt. Herb Storey	1st Mate Grant Gibson
Capt. Andy Hansen	1st Mate Jim Sande
2nd Mate Bob Smith	
2nd Mate Cecil Rice	
Chief Eng.	1st Assist.
Chief Eng.	1st Assist.
Purser	
Purser	

Capt. Cecil Rice replaced Andy Hansen late in Oct. 1964
(Hansen fired for drinking Juneau to Haines)

Bob Smith to 1st Mate	(Nov. 1964)	Capt. Storey
Dave Fortishmer	2nd Mate	" " Capt. Storey
Louie Cavanaugh	2nd Mate	" " Capt. Rice.

(Grant Gibson was fired over the Cozian Reef grounding)

MALOL

Schooner in the
Pacific trade.

1. No picts.

P.A.McDonald says she made passage Honolulu to Cape Flattery, 1879, in 9 days, 13 hours.

MALOLA

Sm. P. Sd. tug.

1. Towin near LaConner, Wn. Book #34 page 15

MALOLO

PHP. 1.

Lg. M.S. Pass. vessel.
Later "Matsonia" luxury
liner.

1. Port broad, slow, 'Frisco skyline' (Porthole)
2. VG picts. story in The CALOL-BEAR Jan. 1928 (Filed)
3. See VG in ULK.REPORT Dec. 11, 1965 under MATSON LINE
in Lg. G.S.File.

Emp. 5/27/1927 Tugs are towing the lg. Matson liner
"Malolo" to New York City. She was crippled in collisio
with an unnamed vessel.

SEE Lg. G.S. File under MATSON LINES for more on the MALOLO
later MATSONIA and in Oct. 1967 she was QUEEN FREDERICA
of the Greek Chandris Lines

MALOLO

Schooner in the
Pacific trade.

1. No pict.

P.A.McDonald says she made Honolulu to Cape Flattery in
10 days, 12 hours in July 1879

Book 29

Hawaiian tug.

PHP. 1

1. Stbd. broad, speed, VG. (Magazine cut)
2. Port qtr. hull, being built on ways. (Porthole)
3. Port broad, speed. ("MAMO") (Mag. cut)
4. Port broad, speed. (Book 33; page 13.)

Built by Bethlehem S-bldg. Corp. at S.F. and launched
Feb. 14, 1931. The name means "Chieftian"
Cost \$265,000. 129.2 x 28.1 x 13.3 332,73 gross tons;
and 128 net. Cruises $11\frac{1}{2}$ knots and has a radius of 5000
miles on capacity of 43,000 gallons. Has two 750 h.p
F.M. diesels of 5-cyl. and turning 260 revs.

M.D. 12/9/50 says she was towing two barges loaded with
scrap from Hawaii to Seattle for Bethlehem Steel when the
after one turned over about 350 miles off Coos Bay. It was
later sunk by the C.G. "Bonham" and the tug continued on
with the other barge.

MANANA II

Ketchikan yacht.

Eldon Coon

Picts. and bear hunting story in A.S. ~~Apr.~~ '58 pp 9.
(MAY)

MANCHURIA

Pac. Mail Line
Ocean str.

1.

Ran on a reef on Rabbit Ids. in the Hawaiian group, Aug. 20, 1906. No loss of life. I believe she eventually became a total loss. Was a sister ship to the Line's "Mongolia"

F.D.T. Sept 18, 1906 tells of 'P.C.S.S.Co. str. "Mongolia" piling up and also mentions that the "Manchuria" piled up on Babbitt Id. on the West coast of Oahu Id. (Hawaiian Ids) on Aug. 15 1906 during a tidal wave after the Valparaiso earthquake. She was pulled off and taken to Honolulu for repairs. Also a unit of P.C.S.S.Co.

MANDALAY

Album (21).

Wooden st. sch.

1. Waterlogged near Eureka, Calif. dock.

MANDALAY

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman.~~

438 tons; built 1900 by A.M. Simpson at North Bend
Ore. for the Simpson Lmbr. Co.

Had twin screws driven by two 140 h.p. compound
engines supplied by the Golden State & Miners Iron Wks.
Carried 400-M ft. lumber.

Acquired by the Crescent City Trans. Co. in 1904
and wrecked at Crescent City Oct. 27, 1918.

MANETTE

Chehalis River tug.

1. No picts.
2. Good cover pict. on April '53 P.W.B.

Owned by the Grays Hbr. Construction Co. sand and gravel business until June of 1951 when they sold out to Quigg Bros. Constr. Co. She was built in 1915 and for 36 years has been hauling sand and gravel barges up and down the Chehalis River with the regularity of a passenger schedule. The sale of the holdings---an \$80,000 deal also included two clam shell dredges, a floating gravel crusher, six barges and a shore^{side} installation.

M.D. June 23, 1951

More info. page 10; P.W.B. Mar. '53

Info. Page 3; P.W.B. Apr. '53

Some history in Album 48; pp. 2.

MANHATTAN

No. 202845

Album 14.

Old steam halibuter.

1. Stbd. broad, speed, close-up; dory fisherman. VG

Built 1906 at.

291 gross;

Stranded south of Lituya Bay, Alaska Nov. 15, 1917

There was 34 persons on board and none lost.

11/6/1917 pp.4; D.A.Disp. "Al-ki" ransacked by looters.

11/8/'17 pp,6; Canadian fishing str. "Manhattan" believed to be vessel which looted "Al-ki".

11/13/pp.6; H.J.Raymond and crew of the gas-boat "Belle" first arrest in looting of "Al-ki". Picked up in Tolstoi Bay.

11/17/1917 pp.7 Crew of "Manhattan" must face charge.

Capt. J.E.Koseth tells of wreck of "Manhattan", on 15th.

11/22/1917 pp.6 V.G. "Manhattan" case tried today.

Bail for Capt. Koseth had been set at \$500.00, he had \$600.00 but preferred to 'sit it out in jail', stated he would rather have free room and board.

11/23/1917 pp.6 More V.G. stuff on "Manhattan" trial.

10/5/1938/8 VG (B.S.) by "Sweepstakes" Charlie Edwards on the "Manhattan" wreck and the "Alki" pillage, etc.

MANHATTAN

Large U.S. liner

1. No picts.

Info. in Book 36; Pages 31-35

MANITOU

Black Ball ferry

1. No picts.
2. VG. pict. and story. (Steamboat with 100 skippers)
See pp. 55 in Summer 1957 S&S)
3. Pict. of her sunk and story. (DAILY JOURNAL 9/13/1958)

Info. on Page 32 in Book No.36.

MANNING

Album 6.

Old U.S.C.G. Cutter.

Album 23

1. Port bow, still in Alaskan Harbor.

G.

2. Broad, at dock in Unalaska

Built 1897 at East Boston, Mass. 724 tons; 1 gun.
8 officers, 40 men.

DAILY ALASKA DISPATCH 9/9/1907 says Rev. cutter "M" which
sunk at or near Cape Hinchinbrook will be on the dry-dock
at Port Townsend about 3 months for repairs.

MANNING NO. 2

Canadian barge
1950

1. Read accounts of sinking and salvage P.W.B. Jan. '53
page 34
2. PICT. story of salvage. BOOK 34; pp 45.

MANUENSE

Old steamer operating
to Nome before G.R.
(G.R.-Gold Rush)

1. No picts.

Mentioned in Archie Shields publication presented to A.T. Museum in 1950

COUNCIL CITY NEWS Mar. 12, 1904 says she left Nome the fall of 1903 and was reported lost ~~the~~ somewhere on the Coast of Japan.

On Oct. 1, 1898 she ran on the mud coming through Wrangell Narrows and hung up for 24 hours. She was not damaged Was a Canadian str.

Renamed "Mexico" 10/24/1901 (Skagway paper) Due to stop at Skagway from Nome and to Van.B.C. this date.

FORT WRANGELL NEWS 10/5/1898 says she was an English str. not Canadian and that she was on the flats in W. Narrows Oct. 1, 1898 while coming south from Skagway. The paper did not object to the Eng. crew as a whole but sure gave the Steward a bad time---'should be Canadian or American etc.' Some trouble about courtesy and grub while the vessel was ashore.

Book 29

MANZANILLO

Book 31

Old Wet-ass Col. River

1. Stbd. bow, at dock. crowd. (Magazine cut)
2. Stbd. bow at dock. crowd. (Mag. cut)
3. Probably same pict. Book 33; page 17)

Built in Portland in 1881 by Capt. Charles Bereau. She was first operated by the Peoples Freighting Co. and later taken over by the Shaver interests.

The 110' sternwheller was dismantled in Portland in 1893
M.D. July 7, 1951

MORE INFO. BOOK 36; Page 54

PHP

3.

MANZANILLO

1951 Unit of Shaver's
Trans. Co.

1. ~~Nq~~ ~~q~~ ~~q~~ ~~q~~. Port bow, speed. (Porthole)

Shaver Trans. Co. purchased the steel diesel tow-boat "M.R.Hallett" from Capt. Miles R. Hallett and plans to re-name her "Manzanillo", after the first sternwheeler in the Shaver fleet.

M.D. Mar. 10, 1951

Built by Nichols Boat Works of Hood River, Ore in 1949 70' long and powered with a 440 h.p. Washington Iron Wks. Diesel 18' 6" beam and draws 7' Used primarily for ship handling and also in conjunction with the "James W" for bringing ships out of lay-up at Astoria.

Lloyd Bell is skipper and Fred Nelson, engineer.

Album 26

Book 29

MANZANITA

OLD U.S.S.H. Service.
"Daniel Kern" tug.

1. Stbd. broad as "Manzanita" (Magazine cut)
2. Port broad as "Kern" (Magazine cut)
3. Port broad, slow. (From Lewis & Dryden.)
Have 620 neg. Also 5 x 7 print.

Classed as a new sch-rigged str. of 484 tons burden. Has
300 h.p. vertical type compound eng. and does 10.5 knots.

Lighthouse tender which started its career in the Northwest in 1886 after six years on the California coast. The 152' vessel was rebuilt in 1904 as a tug and renamed Daniel Kern. She saw service on the Columbia River, Puget Sound and Alaska and ended her career in 1937

Caused "City of Topeka" to pile up in W. Narrows Mar. 29, 1899. See back of card on "City of Topeka"

More in 1947 DIARY Page Jan. 30.

Built 1879 at Baltimore, Md. 450 dis. tons. 250 h.p. 152' x 26' x 11.5'

MORE INFO. BOOK #/ 35; page 25

HISTORY IN BOOK 35 Page 25

U.S.L.H.S. Capt Gregory and Pilot (Capt. Francis) was at Skagway 7/21/1901
ALASKAN (Sitka) 8/3/'89 Arr. Sitka with Capt. Charles Richardson, and Chief Harry C. Lord. On the way North they found the str. "Leo" disabled in Fitzhugh Sd. to Bella Bella---not at all like Cmdr. J.S. Newell of the "Pinta" who last fall refused to help the "Leo" in Port Houghton.

MANZANITA

1951 Unit of Olson
Towboat Co. of Tacoma

1. No picts.

2. V.G. picts. and info. pp. 16 in Oct. '54 P.W.B.

Built 1899 as "North Star" (See reverse side of card on
vessel of that name.

MANZANITA

P. Sd. Tug. 1955
Olson Tugboat Co.

1. Pict. and Info.

Album 43.

MAPLECOVE

Canadian Frt. '52

1. Pict. and story in Feb. 1953 P.W.B. pp 19

See Book #34 p. 44 for story of her troubles at sea.

Towed in-----Book 40; pp. 39-48

Canadian frt. Info. only. BOOK 33; pp 48

PHP ③.

MAPLEDELL

Frnt. C.P.S.S.Co.

See "Beaverdell"

①. Stbd. bow. (Porthole)

Built in 1946 474' long; 64' beam. Cruises 16½ knots
434,394 cu. ft. ordinary stowage space and 163,318 cu. ft. reefer space.

Will be used on Canadian Pacific's Oriental run as a replacement of the lost 'Empress' vessels. Has a sister ship the "Maplecove". Capt. G.O. Baugh commanding.

M.D. Oct. 11, 1952.

Some info. Book 37; page 70

MAPLEDORE

Br. Frt.

1. Picts. and story at rescue of "Greenville" crew, etc.
(Note Book 23; pp 54)

MARATHON

Yukon River steamer

1. No picts.

Operated on the Tanana in 1909.

Book 51

MAR-BET

Album 25

Troller

1. Group of her at sea and after going ashore. (Mag. cut)
2. Distance ---in surf. C.G. crew on beach.

MARCONI

No picts.

Found a note in my boxes stating she was wrecked. ????

MARE ISLAND

Yukon River steamer

1. No picts.

Ex S.F. Bay side-wheel steamer of 300 tons. (Ferry) Made the run to St. Michael under her own power and was later abandoned there.

MARGARET

No. 92890

Old Gold Rush Str.

Alaska Comm. Co.

Wet-ass

1. No pict.

May have been a river steamer. Was in a storm at Cape Nome. Aug. 8, 1899 in which four River steamers and one river tug were lost. Listed as owned by the Alaska Commercial Co. at that time. ALASKA MINING RECORD.

Paper for Aug. 9, says she was lost during the storm.

Another source says the 'fine, large steamer "Margaret" was swept to sea but managed to beat her way back into shelter.

(MARGARET WILSON) Built 1897 at St. Michael. She was beached at St. Michael in 1944

Definitely established as a wet-ass on the Yukon in 1898 by reports in Dawson papers.

520 gross; 260 net; 140' x 33' x 7'

Was definitely at Fairbanks 7/21/1906 with pass. and 275 tons of frt.

MARGARET

Klawock seiner.

1. VG on rock; balanced. 1957. (PCA-10)

1. Port broad, end of Juneau Gov't. dock. Distanee
2. Same ----close-up.

MARGARET F STERLING.

American schooner

1. No picts.

2. Port broad in Lake Union.

(PCA--7)

Made one of the longest voyages on record between Cape Flattery and Honolulu. In 1927 it took her 49 days for the passage

She was formerly the Norwegian schooner "Vancouver"

Later she was sold to the Pan American Airways, equipped with diesel motors and renamed the "Trade Wind" They sent her to Kingman Reef, a tiny atoll in the South Pacific where she became a base-ship for Air-clippers.

Album 15

MARGARET SCHAFFER

Steel steam schooner

1. Port near broad, speed; as ATS.

Built 1918 at Manitowoc, Wis. 1550 h.p. 35 crew.
2059 gross; 1229 net; 250.5' x 43.7' x 20.4'
Former names: "Corsicana" and "Timberman"

PWB Oct. '54; pp. 24; says she was chartered to Warner
Bros. to make a movie. 'The Sea Chase'

Info. etc. (Movies) pp. 5; Book 44.

(2)

MARGARET SCHAFFER

Steel steam sch.

NEWSLETTER 148 (Mar. 1963)-- A worn-out and tired little Panamanian tramp steamer arrived in Hong Kong 6/4/1962 for scrapping. She had been operating in Far Eastern waters under the name of "BORNEO", but she will always be remembered here on P. Sd. under no less than 3 former names: "COR-SICANA", "TIMBERMAN", and "MARGARET SCHAFFER".

Along with her sisterships, she was built at Manitowoc, Wis. by the Man.- Shpblgd. Co., and carried her builders hull No. 98. She was completed in 1918 for the U.S. Shp. Bd and was a standard "Lake" type frtr. with machinery amidships and carried 3303 tons, D.W. Under her original name of "COR-SICANA", she paid one visit to P.Sd., while under charter to the McCormick S.S.Co., and loaded cargo for Baltimore, Md.

In 1926 Pilsbury & Curtis of S.F. purchased her, gave her the name of "TIMBERMAN", and after a refit (installation of four masts to replace the original two) she was placed in the Pac. Coast lumber trade. In 1932 she was purchased by the Los Angeles S.S.Co. and two years later her owners were listed as Calif. S.S.Co. This company was liquidated 12/31/1935 and she was then acquired by Matson Nav. Co.---

Schafer Bros. Lmbr. Co. operated her under charter for several years. This company found her to their liking, so on Nov. 30, 1936, she was purchased by them and renamed "M.S.--" She was a reg. caller at Grays Hbr. and P. Sd. & carried many cargoes of forest prod. to Calif. ports. The 2nd W.W. interrupted this and she was operated under charte between Seattle and Alaska by Northland Trans. Co.. After the war she was returned to her owners and did some further hauling of lubr. along the coast. It was during this period that she became a "movie star". She was chartered for use in film "Sea Chase", and was temporarily the "ERGENSTRA SSE" As the ship was the focal point of the show, the old girl made such stars as Lana Turner and John Wayne really look to their laurels.

By 1955 there wasn't enough trade to keep her busy so she was purchaed by Bruce Aitchison and renamed "GREAT OAKS" She was given Panam. registry and sailed off to new career tramping 1958 found her sold to Peggy Nav. Co. of Panama and renamed "PEGGY"

This did not last and she passed to Transporte de Minerales and renamed "BORNEO" Later to China Pac. Nav. S.A. still Panama flag and used out of Hong Kong. A salute then, to pass. of emergency-built st.frt. Unspectacular 40 yr life

MARGARET STERLING

Old 4-masted bark.

1.

Laying in Lake Union.

BOOK 44; pp 36

MARGNITA

Juneau Mailboat

10/5/1928/6 Larry Parks is back as skipper on the "Margnita" Capt. Peterson has gone to Seattle.

3/12/1929/6 "Margnita", Capt. Larry Parks has been delayed two nights by snow storms.

4/26/1929/6 Capt. Larry Parks quits to take a job with the Wash-Alaska Airways. Severin Swanson new Capt.

6/27/1930/7 "Margnita" leaves today on her final trip on the Sitka mail run.

2/9/1933/5 M.V. "Polar Bear" (ex-"Margnita") is now enroute to Seattle in a leaking condition. She ran on rocks West of Seward but was able to float off later. Capt. Carl Anderson.

10/10/1934/6 MV. "Polar Bear" ran on rocks near Ikatan, False Pass yesterday and was refloated today. Not believed to be badly damaged.

7/20/1935 MV. "Polar Bear" radios 'Need Help Badly' hit rocks on Dry Spruce Island. She has been plying between Seattle and Nome. Capt. C.E. Anderson.

7/22/1935 "Polar Bear" total loss; crew on C.G. "Aurora"

11/26/1937/6 Raised from near Dry Spruce Island and is
now afloat at Kodiak.

Wrecked on Dry Spruce Id. 7/30/1935 (NB-9; pp 40)

Post Card Album 1.
Book 29.

Mail boat.

"Polar Bear"

P.C.A. 5.

1. Stbd. bow, coming into dock at Skagway.
2. Port bow, iced down, Skagway dock; (Magazine cut)
3. Stbd. broad, still in stream. (Magazine cut)
4. Stbd. near broad, still, winter, Juneau Hbr.

Emp. 5/25/1926/6 New Juneau mail-boat "Marnita" (Marnita) will be launched in June. Designed by Karl M. Scheel and built by the J.C. Johnson yards at Port Blakely, Wn.

Emp. 9/8/1926/2 "Marnita" arrives early this morning. 90' x 22' and has 200 h.p. Atlas-Imperial diesel of the direct reversible type. 6-cyl. Atlas. Packs 30 pass. and 85 tons frt. Capt. H.M. Peterson, Mate Severin Swan-son, M.C. McCracken, eng. Milt Johnson, assistant. and Bobby Coughlin, purser. J.C. Johnson who built her was a pass. from Seattle. She will leave tonight on her first trip on the Sitka run.

Built 1926 at Port Blakely, Wn. 162 gross; Net 130
83.6' x 21.8' x 14.4' H.P. 200 Crew of 8

Powered with a 200 h.p, Direct reversible Atlas-Imp.
(Intake and exhaust valves reversed when backing up.)

Burned for scrap on Puget Sound Oct. 22, 1948
and sunk in 60 fathoms of water.

Built the Margnita for the Coastwise Trans. Co.
of Juneau. Rechristened "Polar Bear" in 1931.

In 1932 she rescued the party of Father Bernard
R. Hubbard (The Glacier Priest) who was stranded on the
Katmai River.

Went aground on a reef off Kodiak Island in 1935
Used as a dragger in her last years she was finally ignom-
inously reduced to a barge.

Wrecked on Dry Spruce Id. 1935

Had several accidents while operating on Juneau-Sitka-
Skagway mail run. Went aground on Katzehtn Flats 17:40
Feb. 20, 1927. "Capt. James Formance" assisted her off at
15:00 Feb. 21st. unhurt. She also bounced off a rock
in Tenakee Inlet; broke her back at Cape Spencer and dam-
aged the dock at Skagway badly.

(2)

MARGNITA

Emp. 2/21/1927/6 "Margnita" is aground on Katzehin Flats at 07:15 this morning. "Capt. James Fornance" standing by and expects to pull her off this afternoon.

Emp. 2/22/1927/6 "Margnita" arrives. Capt. Peterson, says crew on watch ran on the mud flats across from Battery Pt. in snow and due to compass deviation in area.

Rowed to Haines to get "Fornance". She is undamaged.

Emp. 7/5/1927/7 "Margnita" arr. Juneau today. Had struck hard on an uncharted rock in Slocum Arm. Fri. July 1st. in the morning. Has badly damaged keel and will have to go to Ketchikan for repairs and possibly a new keel.

Emp. 7/6/1927/6 "Virginia IV" takes run for "Margnita"

Emp. 7/23/1927/6 "Marginta" returned from Ketch. today with a new keel and will resume her Sitkarun tonight.

Emp. 8/2/1927/6 Capt. Larry Parks now on "Marg." Master.

Emp. 12/29/1927/6 "Margnita" has rough trip to Skagway; Held up at Tee Hbr., Jualin to chop ice.

10/23/1948 "Polar Bear" set on fire for scrap then sunk in P. Sd. in 60 fathoms. Had been fishing and later reduced to a lowly barge.

(2)

MARGNITA

Polar Bear

1. Picts as "Margnita"

Emp. 3/13/1928/2 Capt. H.M. Peterson back on "Margnita"
replacing Larry Parks. New company organized

Emp. 4/26/1928/6 To inaugurate new run. Will call at Icy
Straits ports, Chatham Straits, Sitka then to Petersburg
and to Juneau and will discontinue the Skagway run.

In connection with Art LaGasa's whittling a wooden propellor, tell the story of the British steamship "Strath-nevis", a tramp, that loaded flour in Tacoma for the Far East a number of years ago. When she was about 400 miles off Cape Flattery, her tail-shaft broke and she lost her propellor. She drifted for 110 days, and right in the ship lanes but had no means signalling assistance to vessel that passed at night and on the horizon in the days. Finally the ships chief engineer decided to make a propellor. With astonishing ingenuity, he fashioned a ship's prop. out of a piece of boiler plate, and made ready to make the installation by moving the cargo foreward and elevating the stern of the vessel.

She had a number of coolies as steerage passengers to China and they were called upon to help shift the cargo of flour. They refused and a near-riot ensued. Finally they were compelled to help at gun-point. After the stern was lightened the installation was made with the wheel securely fastened to the broken shaft. However, she did not travel far ~~she was~~ when she was sighted by a British vessel and towed back to the Sound.....

M.D. 8/6/55/pp27

MARGUERITE

No. 214815
Cannery tender.
Karl Theil's

1. Stbd. bro.d, speed. (First album)

Built 1917 at Tacoma, Wn. Gross 40: Net 31
56' x 15.1' x 7.1' Had 80 h.p. Western Enterprise Die.
in 1928. And was owned by the Diamond K Packing Co.
of Wrangell with her port of registry as Juneau.

MARIA

Old Frazer River str.

1. No piets. Some history in Book 37; page 38

Book 31.

MARIA CARLOTTA

3-masted schooner

1. Port bow, abandoned at sea, sunset. (Mag. cut)

MARIAM

Yukon River craft

1. No picts.

Was a steam tug at St. Michael and later went to S. E.
Alaska for use as a cannery tender.

MARIE CELESTI

Sailing vessel.

Various accounts of her two mystery stories. See large envelope No. 16.

SEE REVERSE SIDE OF THIS CARD.

Proper spelling of the name is "Mary Celeste" See V.G. account pp. 22 in Feb. 1954 SAGA magazine on my shelves.

Pict. from Life mag. See Envelope 16.

Originally named the "Amazon" Built in Nova Scotia in 1861, she was a brigantine---sq-rigged fwd. andsch. rigged aft. She had been rebuilt before her last voyage.

Note. Do not overlook plausible possibility in article Phantom Islands. Envelope 16.

XXX

MARIECHEN

Album 17.

Large German Freighter.

Album 25.

1. Port, nearly broad aft. listing outward port rail under; in False Bay, Chatham Straits, Alaska.
2. Looking aft. from on deck of wreck.
3. Stbd. broad, taken from beach in False Bay. Dated Jan. 26, '06. Post Card Album 1.
4. Port bow view of wreck in False Bay; small steam boat a/s.
5. Post cards of (1) and (2) above.

"Georgia" left Sitka and Gasboat "E.D.M." left Juneau
1st. one there was in for rich pickings as she had \$500,000
cargo. Bouscher & Stevenson of Union Iron Works in Juneau
chartered "E.D.M." On Jan. 31, Capt. Heldt, crew and Capt
Hibbard (charterer) arrived in Juneau on Georgia. One
white crewman says Chinks useless, did nothing but mumble
to their loss. Hard job to make them man pumps etc. If
"she had had a Christian crew, she could have been saved."
She had already made several successful trips and paid her
charterers handsome profits.

The small steamer alongside is the "Cornelia Cook"

Jan. 31, 1906 Empire (Daily Dispatch?) says German str. used as a blockade runner from Siberian and Chinese ports had broken out a portlight during a gale, about 700 miles off Cape Flattery. Water flooded eng. room and soon put out fires. Drifted helplessly many days up coast to vicinity of Cape Spencer before temporary repairs, enough to make headway, were made. Headed for Juneau but stopped near Pt. Retreat by N.W. gale. Went out of control and blew ashore at False Bay in Chatham Straits. Her crew and passengers, consisting of Capt. Heldt, 9 whites and 40 Chinese were picked up by the "Georgia" and brought to Juneau. The Chinks were the crummiest lot of humans ever seen in these parts and were eventually shipped to Seattle for disposition. The vessel lay in False Bay for some time and was finally purchased by Seattle interests, refloated and towed south.

Disabled Dec. 25, 1905 off Flattery. Chartered from German owners by Barneson Hibbard Co. of S.F. to run blockade to Vladivostok. Was 41 days out of Seattle Jan. 25, the day she grounded in False Bay. OVER

On Mar. 5, 1906 a contract was let to Bullen Salvage Co. of Victoria, B.C. to raise and tow her to Victoria for repairs.

On Mar. 15, 1906 the Salvage str. "Salvor" was in Juneau waiting to take on coal and planned to leave the next week for Victoria with the "Mariechen" in tow.

10/13/1906 she was owned in Seattle by Shubach & Hamilton and was anchored at Seattle, listing badly, dirty and mouldy. Her fate at this time was not certain--whether to repair her or to scrap her. She was built in 1883

D.A. Disp. 10/15/1906 Has been sold by Shubach & Hamilton in Q.M. Hr. Her new owners conclude it would cost more to repair her then she is worth so she will be scrapped. There are some international complications yet to be iron-ed out, but it is believed these will iron satisfactorily She had a fire in her hold last fall before she left on her unfortunate voyage.

D.A.Disp. 3/18/1911 Beachcombers last night dynamited
the old hull of the str. "Mariechen" lying abandoned on
a beach near Seattle. The secured little or no loot.

SEE PICT OF CAMP CITY AT FALSE BAY WITH THE WRECK OF
THE "MARIECHEN" IN DISTANCE. Book 38; pp. 55

MARIENBURG

German trawler

1. Flat on her side in Eng. Channel. (Book 34; p. 33)
2. Another pict. Book 40; pp. 56

MARIE S. MORAN.

Album (27)

Moran Co. tug.

1. Stbd. broad, slow, on Hudson River.
2. Good port broad, speed. Page 17 PACIFIC FISHERMAN
for June, 1952

MARIETTA

New U.S. Gunboat
1895

1. No picts.

She made trial runs on May 16, 1897 in S.F. Bay and averaged 13.5 knots. It is surmised that she will replace the old "Pinta" in Alaskan waters about July 1. this year.

Built at the Union Iron Works in S.F. She departed 'Frisco for Sitka Oct. 26, 1897 and arrived there Dec. 1, She lay there until Dec. 9, 1897 then travelled 13000 miles to Key West at the start of hostilities in Cuba.

ALASKAN (Sitka) 11/13/'97 she arr. Sitka under Lieut. Cmr. F.M. Symonds---to be stationed in place of "Pinta"

ALASKAN (Sitka) 9/10/98 says she completed a 12,600 mile trip from San Jose, Mar. 15th to Key West June 4th '98 Built at Union Iron Works in S.F. and commissioned Sept. 1st. 1897 1000 tons disp. 13003 knots; and made her first cruise to Sitka Oct. 26 1897.

For more good history of this vessel see FORT WRANGELL NEWS 9/28/1898 in A.T. Museum.

MARIGOLD

Album ~~12.~~ (23).

U. S. Hospital Ship.

(1). Port, broad, still in Seattle Hbr.

VG

6/22/1944 Ex "Pres. Filmore" commissioned at Seattle.
The "Mercy" also was an ex "Pres." liner.

MARION

Sm. old, Juneau Str.

1. No pict.

Sept. 2, 1893 says Fisher and Tibbets were repairing her
at Juneau.

See reverse side of card on barge "Japan" This may be
the same vessel used out of Ketchikan later. (Check all
vessels of this name in Blue Book)

MARION

Yukon River craft

1. No picts.

A 43 ton steamer built at Tacoma in 1901

MARIPOSA

Lg. U. S. Liner.

1. Stbd. bow; slow. (Book #35 page 26)
2. See pict. and story of conversion of two Mariner ships to pass. and named for this "Mariposa" and the "Monterey"
3. VG pict. and info. on stabilizers, etc. (ME/Log, Oct. 1956 pp 68)
4. VG. Cover pict. on MARINE ENGINEERING December 1956
Also pict. and info. page 59 same issue.

See page 26 Book 35 for some information.

More info on her; Sold; Book 41; pp 38

Sold ---Book 42; pp. 7, 12, 18;

More info. on she and "Monterey" (Book 44; pp. 29)

More PICTS. and info. BOOK 45; pp 15-16-17

(3)

MARIPOSA

91554

A.S.S.Co. str.

① VG. pict. broken in two. (PCA--7)

D.A.Disp. 10/13/1915 pp.8 says she hit at 04:30 in calm weather but with blackness and shadows to contend with. "Despatch" was on the scene in one hour. 20 of her crew went back to Seattle on the halibut sch. "Star" 13 more went back with the mail-boat "Venture" and another 13 on the "Princess Sophia" The rest stayed with the wreck. The Bella Bella Indians are camped on the shore, having a 'potlatch' and taking everything that comes loose.

D.A.Disp. 11/7/1915 pp.8; "Mariposa" may be floated on 9th
D.A.Disp. 11/28/1915 "Mariposa" has been towed to Seattle where it was found she needs 6 new plates, 40 frames, and 20 more plates turned---cost about \$100,000.

D.A.Disp. 11/20/1917 pp.6; "Mariposa" wrecked, Capt. J. O'Brien had a hunch and did not want to stop at Shakan. She hit in black weather at 05:30 Sun. morning 11/18/'17 on Straits Island Reef. Southbound.

D.A.Disp. 11/28/1917 "Mariposa" has broken in two...

D.A.Disp. 11/27/1917 Capt. of "Ravalli" had to put 27 crew of "Mariposa" off at Wrangell. Became disorderly!

D.A.Disp. 12/13/1917 pp.7; Charges of drunkenness have been filed against crew of the "Mariposa" (as usual); Some 'horrible stuff' by a prominent man....

Empire: 6/24/1919 pp. The Wash. Salvage Co. of Seattle may salvage from the "Mariposa"

PICT. nose in Seward Dock---taken by P.S.Hunt. from M.D.
See on back of PICT. of new "SURVEYOR" in Lg. G.S.File.
under COAST & GEODETIC SURVEY VESSELS.

Continued.

Hit a rock off Pointer Island, B.C. Oct. 8, 1915 at 06:00. 79 pass. put ashore and later picked up by the str. "Despatch" of the Adm Line. Vessel valued at \$800,000 and cargo at \$94,000. Believed a total loss----(Raised to go on run again however.) At 07:10 she had a bad list and engine room was flooded. Capt. O'Brien was off watch--- 2nd Mate had her in too close.

Hit on ~~g~~ rocks near Straits Island, Sumner Straits Nov. 18, 1917. There was 358 people on board and no loss of life.

MORE INFO. BOOK #36 Page 3

20. VG Port. broad broken half on reef. (PCA-10)

10/14/1907 she ran out of fuel oil about 200 miles west of S.F. with about 300 pass. on board and was towed to S.F. on the above date.
 D.A. Disp. 11/12/1910 "Mariposa" was purchased from Oceanic S.S.Co. by A.S.S.Co. and is a sister to the "Alameda" which was purchased from the same company last year.

Built 1883 at Philadelphia, Pa. 3158 gross; 1939 net;
314' x 41' x 17.3' Sold to A.S.S.Co. in 1907 and
brought around from East Coast that year.

D.A.Disp. 5/7/1912 She arrived in Juneau today on her
maiden trip to Alaska----under Capt. Tommy Moore.

D.A.Disp. 10/26/1912 says she bounced off an uncharted
rock in Sumner Strait Aug. 13, 1912 The rock was located
and charted by the U.S.C& G.S.S "Explorer"

D.A.Disp. 11/26/1912 she bumped and damaged Doc Kaser's
"Santa Rita" at the Juneau dock last night---scared
Hell out of Billy Dickinson and another man, asleep on
her. Not badly damaged though.

D.A.Disp. 3/21/1913 Her last trip from Cordova to Juneau
in 35 hours, beats the record held by the "Alameda" of
36 hrs.

D.A.Disp. 3/4/1914 says she is in Juneau southbound and
reports that she was aground at Ellamar for several hrs.
this trip, but refloated O.K.

XXX

Album 25

MARIPOSA

No. 91554

Album 1.

Album 21.

Alaska S. S. Co.

Album 16

Album 23

1. Port, broad, speed.
2. Bow in Valdez dock from close up on stbd. qtr. Sign on 'Blum's Wharf' discernable.
3. Ashore near Bella Bella, B.C. from dead ahead.
4. Stbd. nearly broad, same wreck as above. BellaBella.
5. Stbd. broad, listing outward. same as above.
(Pictures 2,3,4,5, all in Album 16.)
6. Close-up nose in Valdez dock; from astern. Album 20.
7. Stbd. qtr. of Valdez dock collision showing all of dock and part of town. Album 19
8. (2) views of bow half perched upright in kelp near Straits Island, from port qtr. Album 17.
9. Stbd. broad, Juneau Hbr. colored; P.C. Album 1
10. Port, nearly broad, nose in Valdez dock. Dated Aug. 23, 1912. Post Card Album 1.
11. Port broad, intact, on Strait Island.
12. (2) Post cards of (8) above.
13. Stbd. broad; distance; wreck.

Early days of A.S.S.Co.

See S. Book #1. Page 3.

Cordova 'Alaska Times' Jan. 1, 1916; Pilot Wall license suspended to Jan. 16, 1916: Negligence in wreck on Point er Id.

Made her first trip to Alaska for A.S.S.Co. and arrived in Juneau in ~~May~~. Had come to Seattle from S. F. Cal. and arrived there on Feb. 3, 1912.

Arrived in Juneau May, 7, 1912 on first trip. Was purchased for \$300,000. and overhauled for \$40,000. more.

Butt 1883 at Philadelphia, Pa. 3158 gross; 1939 net. 314' x 41' x 17.5'. Built for Sprockles for the S.F. to Australia run. In 1907 she passed to A.S.S.Co. and placed on the Alaska run. Lost on Strait Island 1918.
Wrecked S. Blum dock in Valdez Aug. 23, 1912 when eng. failed to reverse. Capt. Tom Moore said signal went right to eng. room but came back wrong. Went 80' into dock, sunk two small boats and ran on beach, at high water. Had to be pulled off on 24th by "Adm Sampson" Ship only slightly damaged but dock and small craft loss placed at \$40,000. First major accident, although she did bounce off a rock just below Ketchikan on her last southbound trip. Rock was uncharted; ship not seriously damaged.

MARJORIE

Yukon River steamer

1. No picts.

Built 1898 at New Westminster, B.C. 278 tons. Dismantled somewhere on the Yukon in 1910

MARS

Old American whaler

1. No pict.

ALASKA NEWS JUNEAU CITY MINING RECORD July 6, 1891 says she was in Sitka with a damaged rudder and that since repairs could not be effected there she was to be towed to Juneau by the U.S.S. "Pinta"

MARSHFIELD

Pacific Coast Wooden Steam Schooners

Lyman

409 tons; build at Marshfield, Ore in 1901 by the Pacific Shipbuilding Co. for C.A. Hooper & Co. of S.F. Had a 130 h.p. compound job from Fulton Iron Works and Carried-----

In 1911 she was acquired by the Cottoneva Lmbr. Co. and in 1915 by the Navarro Lmbr. Co.

In 1918 she was bought by Dan Hanlon of S.F. who renamed her the "Bertie M. Hanlon"

Later acquired by the Anza Trading Co. who used her to run full cargoes of licquor into S.F., and the vessel was soon seized and sold by a U.S. Marshal

She was later beached at Martinez, on Suisun Bay, where her hull can still be seen.

MARSODAK

Steel steam schooners of the P.C.

Lyman

Built 1919

3279 tons, was bought by the Charles Nelson Co. in 1927 and 10 years later sold to East Coast owners, who re-named her the "Balladier.

MARTHA

Small diesel tug.

Towing large flat raft in Swinomish Slough. Book #34

MARTHA CLOW

Yukon River steamer

1. No picts.

Built 1898 at Stockton, Calif. 98 tons; Ended her days
at Fairbanks.

7/14/1906 her boilers were condemned by Inspectors Capt.
Austin M. Walton and Thomas J. Heeney

Book 29

MARTHA FOSS

Album 13.

Foss L. & T. Co.
Ex "Dolphin"

1. Stbd. broad, speed, Tacoma Hbr. VG
2. Stbd. broad, speed, (Mag. cut)
3. PICT. towing Lk Wn. Bridge sects. BOOK 31 pp 36-37

Sunk in collision See Book 36; Page 26

" " " " " " 30 Page 63
HISTORY IN BOOK 35; Page 3

Built 1886 at Astoria, Ore as the S.S. "Dolphin"
In 1891 she freighted from the Col. River to Gray's and
Willapa Harbors

In 1896 she passed to the Killisnoo, (Alaska) Fisheries
and was used in Alaska until 1925 then was sold to Foss
who rebuilt and renamed her 96 gross; 65 net;

87.5' x 22.4' x 8.7' 240 h.p. Ingersoll-Rand diesel

5/21/1946/8 "Martha Foss" sunk in collision in Juan DeFuca
Straits with Ferry "Iroquois" at 05:20. All 6 crew safe

MARTHA FOSS

New Miki tug

1. Pict. being pulled off mud in Lake Wn. Ship Canal by two smaller Foss tugs. (Book 39; pp 38)
2. Info. only (Book 43; pp. 44)

Lost old wet-ass "Skagit Chief" while towing same to Portland---see PBW Nov. 1956 pp 30)

MARTHA SPENCER

Old 4-masted schooner

1. Pict. of her wrecked at Cape Hatteras. Book 39; pp 20

Book 38

MARTIN BAKKE

Norwegian Motorship

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

Built 1936 at Gothenburg, Sweden 5484 tons. Owned
by the Knutsen Line of Haugesund, Norway. Commanded by
Capt. John Fagerland. Sails out of Vancouver B.C. to
Calif. ports then to Orient and back.

M.D. May 10, 1952

MARY ANN

Navy seaplane rescue

1. PICT. BOOK 32; pp 59

MARY B

No. 207286
Cannery tender.

1. Stbd. broad outside "Estebeth" at Jim Davis' trap---
Naked Island.)In my first photo album.

Built 1910 at Astoria, Ore. 32 gross: 22 Net:
64.8' x 15.4' x 4.4' and in 1928 had 75 h.p.

Owned in 1928 by a Wm. Stewart in the Coleman Bldg.
in Seattle, Wn.

MARY BROWN

Old schooner
Sand Point 1893

ALASKAN 1/20/'94 says she left Sand Point 10/3/'93 with a crew of 10 men commanded by Capt. Gaffney and with her owner, Capt. Brown, also on board. Was unheard from to this date and the "Wolcott" Capt. Roath was leaving the Sound to conduct a search.

ALASKAN 3/24/1894 Wreck found on Banks Id. separating Hecate Strait and Principe Channel, B.C. Indians from Kitkatla reported finding the wreck and showed trinkets salvaged etc. No sign of life.

MARY C

No. 93374

Album 10.

Album 12.

Album 9.

Old steam tug.

- ① Stbd. broad, towline out, slow in stream. VG
- ② Port broad, slow in stream VG
- ③ Stbd. bow, with tugs "Mary C" and "Cornelia Cook"

Owned by Henry T. Cayou.

Built 1903 at Decatur, Wn. 92 gross; 47 net;
70.7' x 18.3' x 8.8' 220 h.p. steam Crew of 8

Owned in 1925 by the American Tug Boat Co. of Everett

Have envelope info. Lg. G.S. File under PUGET SE. TUGS (Old

MARY CELESTE

Mystery ship.

More often mistakenly spelled "Marie Celeste" See card
on "Marie Celeste"

Several VG stories on her in (Note Book 23; pp 78--99)

More VG. stories and Picts. (NOTE BOOK No 24; pp 80)

Book 50
Album 4.

MARY D.

Cannery Frt. Ship.

1. Port broad at Seattle Pier; Pre war paint. VG
2. Being salvaged from St. Albans reef. (Mag. cut)

Pict. and story Book 30. Page 59

10/31/1939/ Mary D" hit rock in Grenville Channel. Backed
off and proceeded to Prince Rupert to inspect the damage

Album 10.

MARY D HUME

No. 91304
American T.B.Co.
(Steam tug)

1. Port, broad, speed, at sea, as tug. full house. VG
2. Port, broad, near dolphins, small house. G
3. V.G. pict. and info. as dēeselized. P.W.B. May. 1955

Being repowered with Washington diesel rated at 600 h.p.
See page 32 in P.W.B. for Mar. 1954
D.A. Disp. 5/20/1903 See reverse side of "Phillip F Kelly"

Arrived S.F. 9/30/1892 after 2 years in Arctic. Capt. Ben
Tilton. Had left S.F. Apr. 1890; Took 12 whales that year
and 26 more this year, near mouth of Mackenzie River.
Valued at \$400,000. Capt. to get about \$30,000 and all
crew members will get \$1800 for 2½ years in Arctic. At
Herschel Id. both winters. Ist not so bad as had company
the steam whaler "Grampus" and sch. "Nicolene" Nobody the
next winter.

Built 1881 at Ellensburg, Ore.

Registered dimensions in 1925 when owned by A.T.B.Co. of Everett are: 155 gross; 105 net. 98.2 x 23. x 10
318 h.p. steam and carried a crew of 8.

As an old steam whaler she left Unalaska May 21, 1893
In 1902 she was a unit of the old Pac. Pkg. & Nav. Co.
and was used in Bristol Bay.

Dimensions when first built were the same except for
tonnage which was: 144.97 gross and 88.20 net; Her
steam h.p. rating was 240 horses.

MacBride of Whitehorse lists her as a 'Yukon River str.'
but I believe he is in error---her draft would not allow
her to go much beyond St.Michael. She was used around
the River delta during the Gold Rush however.

Used as an Arctic Whaling ship from 1888 to 1898.
Sold to American Tug Boat Co. of Everett in 1908
She wintered at Herschel Id. 1890 to 1892 and on 8/27/192
she had a catch of 28 whales.
Left Unalaska for Arctic 5/21/1893
Repowered by Am. T.B.Co. ---Album 48; pp. 3.

MARY DOLLAR

Sail--Gambling ship

"Tango"

"Cidade de Porto"

1. No pict.

2. Stbd. qtr. sails at sea. (P.39; Oct. '51 SHIPS & SAIL**

Became the gambling ship "Tango" and in 1947 was sold
to Portugal to become the "Cidade de Porto"

M.D. 9/27/'47

Info. Page 39; Oct. '51 SHIPS & SAILING

Info. pp. 5/ Book 44.

MARY ELLEN

Eng. sealing schooner
1884

Owned by D. Mc Lean of London; carried 21 men and was
built at a cost of \$6000. She took 1409 skins in '84

MARY ELLEN GALVIN

Wet-ass
Yukon River

1.

ADVERTISED IN KLONDYKE NEWS, (Dawson) Apr. 1, 1898

Luxurious steamer of the North British American Line built at Dawson 1898 had 'hot & cold water', was mosquito-proof and refrigerated. She carries 300 tons of coal for fuel and has 1260 h.p. 200' x 40' x 18" and carries 435 passengers. Commanded by Capt E.S. Morine. Pat Galvin, President of the company hired 2 Native pilots--Paul, and Tanana Tom----both have 16 yrs. experience on the river.

PHP-②

MARY E. PETRICH

Worlds largest tuna clipper.

Book ③②

- ① Port bow shortly after being launched. (Mag. cut)
- ② Bow on; speed. (Porthole)
- ③ Stbd. qtr. speed.

Built at Petrich's Western Boat Co. at Tacoma and
launched in March 1949. Draws 16'

150' long by 34' beam and powered with a 1600 h.p.
Fairbanks Morse opposed piston diesel which will drive
her at 13½ knots. Will carry crew of 20.

Sponser was Mrs James F. Petrich and named for the
mother of the five Petrich boatbuilding brothers. She
was built for Petrich's own account.

M.D. 4/2/'49

Has 107" x 82" Coolidge wheel. On trials she
proved to be the fastest as well as the largest tuna boat
ever built (M.D. Aug. 6, '49) Cost Petrich family
\$600,000. to build. Carries 68,000 gals. fuel, 2000 lube

MARY F. GRAFF

Yukon River steamer

1. No picts.

Built 1898 at Seattle 864 tons; Was still at Dawson
in 1944.

D.A.Disp. 9/28/1900 pp.4; White Pass & Yukon Co. bought
the str. "Mary E.Graff" from the Alaska Exploration Co.
and will operate her on the river next summer.

Book 29

MARY F. PERLEY

Album 15.

Old stern-wheeler.

1. Stbd. broad, still in old Seattle, Hbr. VG
2. Stbd. near broad, slow. (Mag. cut)

Built 1888 at Samish Id., Wn. 184 gross 127 net;
104' x 20 x 5.5' She burned while laying at Alke Pt. on
Sept. 5, 1901

MORE INFO. IN BOOK 36; Page 32

9/6/1901 Skagway paper says she burned off Alki Point.
Capt. C.A.Call, commanding. Had no pass. and her crew was
all safe.

MARY FRANCIS

Book 29

Small Seattle tug.

1. Stbd. broad, Lake Union. (Magazine cut)

Many an old time skipper served in her in the old days. In the middle 1940's she was rebuilt into one of the prettiest little tugs on the Sound. Repowered with a 130 h.p. diesel. Overhaul done by Bud McCarty of the McCarty Marine Service, who owns and operates her.

She is the tug that towed the old "City of Victoria" to Mosher Beach to be scrapped. M.D. 11/20/'48

MARY GAIL

Sm. Col. River tug.

1. Good pict. and story P. 21, PMB. May 1937
2. More info. pp. 40; Book 41.
3. VG. history of Upper Co. Towing Co. and their start with
tug "Mary Gail" PWB. July, 1956; pp. 20

MARY JOANNE

Juneau native seiner

1. On Juneau boat hbr. grid. (PCA-10)

Owned by Bill Johnson

Post Card Album 1.

MARYLAND

U.S. Battleship.

1. Stbd. broad, anchored in Seward Hbr.
In Alaska to test possibility of utilizing Alaska
coal in Gov't. ships.

MARY L. McALLISTER

New York tug.

1. Info. only

BOOK 33; pp 47

MARY LOU

No. 226391

Book 29

Cannery tender.

Libby's

1. Stbd. bow, speed. Seattle; (Magazine cut)
2. Stbd. broad, speed. (My first album)
3. VG. at Ketch. as logging tender. 6/11/56 (PCA--7)
4. At Ketchikan City float. (PCA-10)

Built 1927 at Seattle for Geo. T. Myers and passed to Libby McNeill & Libby interests at Craig some time before 1930.

Gross 66: Net 45: 56.4' x 17' x 7.6' 135 h.p. Atlas-Imperial diesel.

After Libby's folded up their plant at Craig she was sold to logging interests in Ketchikan. For a number of years she was operated by Vic Robinson (former Juneau carpenter) who ran her as a camp tender from various locations near Ketchikan. The last of these was the L.O.G. outfit in Ratz Hbr. After they went belly up she was sold to young Gene McKay (Son of Fred who ran the mailboat EUREKA)

In the early spring of 1964 Gene renamed her KASAAN and repowered her with a 610 G.M. (I believe)

1. Pict of damaged bow after hitting and sinking the
U.S. Navy Hospital Ship "Benevolence"
(Pict. clipped from Seattle P.I. Aug. 28, '50)
2. Collision with "Benevolence" Book 40; pp. 42-43

MARY MANNING

4-masted schooner

1. Stbd. broad, sails; at sea. SHIPS & SAILING Jan. '51
Page 39.

MARY OLSON

Album. #3.

Wooden Steam Sch.

1.

Port broad, slow, black hull, white house.

VG

MARY OLSON

Pacific Coast Wooden Steam Schooners

Lyman

848 tons; built 1913 at Fairhave, Calif. by the Hammond Lumber Co. in the old Bendixsen yards

Owned as a single ship corp. and drops from registry in 1918 Had 550 h.p. triple-expansion steam from United Engineering Wks.

MARY OLSON

Steel St. sch.

1. Pict. at dock. (Mag. cut) Page 40. Book 33

Info. under pict.

Taken over by Matson Nav. Co. 1958
Lg. G.S. File under MATSON NAVIGATION CO.

MARY W. BOWEN

5-masted schooner

1. VG pict. in MARINE ENGINEERING Sept. 1958 pp 34.

MARY WOODRUFF

Old P. Sd. side-w str.

1. No picts. Info. in Book 37; page 39

MASSET

Album 10.

Canadian steam tug.

1. Stbd. broad, at float. British Col. port. VG

MASTER

Album 10.

Canadian steam tug.

1. Stbd. broad, in GovT. Locks.

VG

MASTER NICOS

Greek M.S.

1. VG porthole pict.

(PHP--4)

MASTODON

Album ⑥

Car-Barge.

- ①. Port bow, loaded lumber, Foss 18 a/s ; Seattle. G.
- ②. Port broad, " " " " " " Seattle Hbr. G.

Car Barge; Built for Columbia Construction Co. of S.F.
at Camden, N.J. in 1909.

1729 gross; 1729 net; 369' x 50.2' x 10.5'

MATANUSKA

Alaska State Ferry

Officers:

Capt. Tillman Daigle (a)

Capt. Art Laird Harold Johnson Oct. 1964 (b)

1st Mate Otto Lika (a) Harold Paine (b)

1st Mate

2nd Mate

2nd Mate

Chief Eng.

Chief Eng.

Assist. Eng.

Assist. Eng.

Purser

Purser

(Capt. Laird fired over the Wrangell Narrows grounding in fall of 1964 and replaced by Harold Johnson.) (Also, against him was the collision with the "LARK" and a previous brush with shore in Sergius Narrows.)

Album (28)

MATHEW LUCKENBACH

Lg. U.S. Frt.

1. Loading lumber at Coos Bay.

MATHILDA FOSS

Album 13.

Foss L. & T. Co.
Diesel tug.

1. Port, broad, slow, Tacoma Hbr.

VG

Ex "Capt. Gregory Barret
"Gordon"

Built 1909 at Portland, Ore as the U.S.Govt. Str. "Capt. Gregory Barret" Some time later she was re-named "Gordon" In 1934 she passed to Foss Co. who repaired and re-named her "Mathilda Foss" 500 h.p. "Western" diesel. 149 gross; 101 net; 91.2' x 21.8' x 10.5'

Capt. Roy Hall was in her during her trip at Midway and Pearl Harbor.

5/26/1939/8 C.G. "Haida" picks up the barge she lost in the Gulf off Yakutat and towed it into Yakutat for her. The tug threw a blade on prop and had to drop the two.

7/29/1939/2 Capt. Harry Butcher on "Mathilda Foss" arr. Juneau today with two barges of dredging equipment for work in Juneau boat harbor.

MATLOCK

Yukon River craft

1. No picts.

Known to have operated on the River in 1900 and 1901

Book 29
PHP 2

MATSONIA

Lg. Matson Liner
Ex "Malolo"

1. Stbd. near broad---sketch---Port Hole Pict.
2. Port broad, slow; good Mag. cut.
3. Stbd. broad, sketch. (Porthole)
4. Stbd. broad at dock. June '52 S & S page 38
5. Heads for scrap . BOOK 45; pp 22

S&S Spring 1955, pp. 4; Home Lines has renamed it's liner
"Atlantic" (ex "Malolo, etc.") and has transferred her
from the Panamanian to the Greek flag. Her new name is
"Queen Frederika", after the queen of Greece.
Rebuilt, etc. 1957 see page 71 M.E/Log July, 1957

Was owned by the Home Lines in 1952 and renamed the
"Atlantic"

Built at Philadelphia 1926 as the "Malolo" and entered the Calif.-Mawaiian service. She was slightly smaller in size than the "Lurline", "Monterey" and "Mariposa" of the same company.

17,226 gross tons 554 ft. x 85 ft. x 30 ft.
21,000 h.p and a speed of 22 knots.

Built at Cramp Shipyards and launched 6/26/1926
Made her maiden voyage from S.F. to Honolulu 11/16/27

Sold Oct. 13, '48 and transfer made thru' Maritime Comm Dec. 15, '48 to Panamanian registry (Owned by a Greek in Switzerland and 2 Britishers in Buenos Aires who operate her from Italian ports with Wop crews in direct opposition to U.S. vessels.) Sen Magnuson in 4/16/'49 M.D. against this opposition.

M.D. Mar. 26/'49 says she has been re-fitted and renamed "Atlantic" by owners Panamanian Home Lines. WILL
run opposite the former queen of the Swedish merchant fleet the "Italia" ex U.S.A.T. John Erickson, ex "Kungsholm". As a transport during the War II she had suffered a severe fire and has since been renovated for pasenger service.

MATSONIA

Lg. Pac. pass. liner

1. See card on MONTEREY for additional info.
2. M.D. 2/11/1956 Matson Nav. Co. bought her back from Maritime Administration for \$2,556,000. which is \$750,000. less than they paid for her when they took her over originally from the Matson Line. Towed from storage at Suisun Bay to Newport News, Va. for refitting. She is now stripped down and it will cost about 17½--million to convert her back to a 770 pass. ship. She will be renamed MATSONIA and will run opposite the "LURLINE" in the Hawaiian service.
3. See good pict. pp 8, in S&S Winter 1958.
4. PICT. info. BOOK 45; pp 28

LG. G. S. FILE ~~under~~ MATSON NAVIGATION CO.

MATTEAWAN

Old U.S. Collier

1. No pict. Oct. 15, 1949

Built at South Shields, England in 1893 as the "Asturian Prince" of the Prince Line.

324' 5" x 42' 4" x 27' 7" and was of 3301 tons.

Subsequently sold to U.S. interests and renamed the "Matteawan" after a village in Dutchess county, N.Y.

According to Capt Dan Hutchins, she sailed out the Straits of Juan de Fuca on her fatal voyage in command of Capt. H.B. Crosscup, heavily laden with coal. She carried a crew of 33, and was last sighted when she signaled the lighthouse keeper on Tatoosh Island. She was lost shortly after with all hands some time around Jan. 2, 1902.

There were many steamers and sailers carrying coal from the Sound or B.C. to S.F. and the Coastal cities about that time and many of them were tremendously over loaded. An old saying states that they used to 'stick their noses under when passing the Cape and did not come up until they reached the Golden Gate." Capt. Hutchins was a former Steamboat Inspector and mariner.

M.D. June, 25, 1949

MATTHEW LUCKENBACH

Luckenbach S. S. Co.

1. V.G. Porthole pict.

(PHP--4)

M.D. Jan. 21, 1956 "Matthew Luckenbach" and "J.L. Luckenbach" are sister ships. 13,144 long tons deadweight. 492' overall and 69' 6" beam. Speed 16-knots.

The "Matthew" was formerly the S.S. "Sea Perch" a C-3 built in the Ingalls Shipbuilding Co. yards at Mobile, Alabama in 1944. She has Westinghouse engines and 4 Foster-Wheeler boilers.

Reconstructed for Luckenbach service in the yards of the Maryland Shp. bldg. Co. in Baltimore.

The "J.L. Luckenbach" is also a C-3 and was built as the S.S. "Lamar" in 1943 in the Ingalls Shp. bldg. Co. yds. at Mobile, Ala. Also converted to Luckenbach service at Maryland D.D. Co. in Baltimore in 1949.

MATTHEWS

Yukon River craft

1. No picts.

See "Joe Matthews"

MATTHEWS

Yukon River steamer

1. No picts.

See "S. B. Matthews"

MAUD

PH P. ②

3-masted Exploration
ship.

① Port near broad, assisted by tug. (Porthole)

Some history in 1947 DIARY Page. Jan. 30

MORE INFO IN BOOK 36; Page 31

In June, 1922 she started from Seattle on her cruise to the arctic with Roald Amundsen. Capt. Carl M. (North Pole) Hansen was skipper. Strange looking---long bow-sprút and one long and two short masts, schooner rigged.

On July 25, 1922 they watched the Alaska coastline fade away as they headed into the Arctic ice pack. They were 42 months attempting to 'drift over the top of the world' then gave up the venture. First Xmas was spent 200 miles N.W. of Wrangell Island.

The "Maud" was built in Norway for the Arctic trip, but as a ship for sailing in the ice-floes, was not much of a success. Sold to the Hudson's Bay Co. soo after her return and operated for several years as a fur-trader between Van. B.C. and the Arctic.

She was crushed in the ice and sank in Cambridge Bay off Copper Mine in the Canadian Arctic. She settled in the bottom of the bay with water over her rails--the grinding floes finished her in a few months. M.D. 12/30/50

Emp. 12/23/1925/6 "Maude" sold to Hudson's Bay Co. for debts.

MAUNA KEA

Old Matson Liner

M.D. May 19, 1956. --Well known in pre-war days on Pac. coast when she was running for Matson Line--has changed hands again. Purchased last week by Panrica Transport Co. of San Jose, Costa Rica, with delivery in Antwerp, Belgium. Built at Bay Point in 1919 by Pac. Coast Shipbuilding Co and has been trading for past years as the "Bali" of Panamanian registry.

New buyers are associated with London shipowner A.G. Tsaviris, whos Greek associates Tsavliris (Hellas) Ltd. of Piraeus, will manage the ship.

Originally built as the "Diablo", she was given new engines in 1927 by Llewellyn Iron Wks. of Los Angeles.

Matson sold her in 1946 and she became the "Centauro" a year ~~later~~ ago her name was changed to "Bali" when her new owners took possession.

Album (28)

MAURETANIA

Lg. Cunard Liner

1. Stbd. bow, still, N.Y.Hbr. flags.

2. V.G. Port bow, tugs. page 13 Feb. '53 S.&S.

M. Digest 4/5/47: 35,677 tons.
Info. in Book 36; Page 31

MAURINE

Album 10.

Steel diesel tug.

1. Port, nearly broad, slow, Elliot Bay. Steel tug
"S.T. 12" showing partly. 'SBL" on stack. VG

MAURINE GREER

P.C.A. 2.

Rebuilt Sub-chaser.

1. Five picts of her heavily iced at City float,
Juneau, Feb. 1947.

Built at Leesburg, N.J. in 1943 127 gross; 76 net;
1000 h.p. oil engines. Registered in freighting, home
port Juneau. Documented Jan. 7, 1947 Owner Virginia
Anderson.

Pict. and info. pp. 26; Book 41.

MAXINE M.

Metlakatla seiner

1. Port broad, Snow Pass.

(PCA-10)

MAYBESO

1954 U.S. Forest Service
Research vessel.

1. Picts. and story. pp 23; P.W.B. June 1954
2. Pict. and info. Book 42; pp. 9.

MAY D

Yukon River steamer

1. No picts.

Built 1898 at S.F. 66 tons; Ended her days on the
Koyukuk

MAYFAIR

Pacific Coast Wooden Steam Schooners

Lynan

670 tons; built 1905 by J. Lindstrom at Aberdeen.
800-M ft. lumber; 350 h.p. Fulton Iron Wks. compound eng.
In 1917 she was owned by the Leader S.S.Co. S.F. and in
1918 by James Jerome; and in the 1920's to the Chas.
Nelson Co.

Scrapped in 1936

MAYFLOWER

Sm. old Juneau sloop
1895

1. No picts.

Returned today, Sept. 2, 1895 from Hoonah Hot Springs in command of Capt. Dave Piper. Capt. Piper reported the Rev. cutter "Wolcott" was at H.H. Springs searching for the murderers in the infamous 'Klootchman Killing Affair' In Dec. she made a trip to Lituya Bay in 3 days, but while there hit a rock and holed herself. She was beached and temporarily repaired and came in to Juneau. Later beached at Douglas and repaired.

MAYFLOWER

Pilgrim ship 1620

1. V.G. photo of M-G-M movie exact replica.
See picts and story pages 8 to 11
in Dec. 1952 S.&.S.
2. V.G. sketch, and some VG info. and story. See page
28 in Book 44.
3. The story of the "MAYFLOWER'S" voyage 1620 See pp209
in READER'S DIGEST Dec. 1963
4. For a list of the names (last names) of people who came
over on the MAYFLOWER see list in Lg. G.S. Files
from MAILWAY S.P.I. 8/27/1964 under HISTORICAL
VESSELS.

MAYFLOWER II

1957 version.

1. VG. picts. and story in NATIONAL GEOGRAPHIC for
May 1957----
2. For news dispatches on her crossing Atlantic in 1957
(May) see back of DAILY JOURNAL for 1957
3. VG picts. story by Villiers. (S & S summer '59 pp 32)
4. Voyage to be re-enacted. (BOOK 44; pp 28)

MAYFLOWERS

W.W. Album (24)

Troller

X

Blackie Blackstone's troller. Port bow at float in Lake Union after CARL Jensen, Elmer Lindstrom and I made epochal trip.

MAY HYMAN

Sm. old gas-boat

1. a/s "Caroline Francis" (Old)

(PCA--7)

Album 23.

MAY QUEEN

No. 91920
Old wet-ass.

1. At old Snohomish dock, 1888, with "W.K.Merwin"

Built 1886 at Seattle 86.37 gross; 47.99 net; 38 N.H.P.
74.3' x 14.8' x 3.8'

MAY WEST

No. 92896

Old Yukon Riv. Wet-ass

1. No pict.

Wrecked along with 3 other old river steamers during a storm at Cape Nome, Aug. 8, 1899

See "Vidette" 134 tons; Built 1897 at St. Michael. She was raised and repaired after being wrecked on the Nome Beach and later passed to the Canadian Mounted Police who renamed her "Vidette" After a few years she was sold to Syd Barrington who used her on the Stewart River. She sunk on Lake LeBarge in 1917

67 net; 96' x 18' x 3.5'

MAZATLAN

Ed. "Alaska" of
A. S. S. Co.

1. See card on ALASKA (new) of A. S. S. Co.
2. V.G. pict. S&S Summer 1956 pp. 32.
3. Considerable info. on her in her last years.
(NOTE BOOK No.1. pp. 19-20-21-39-40-41-42-43)

M.D. 5/5/1956 The Van. B.C. crew who were signed on the ill-fated "Mazatlan" on a disastrous cruise last summer, will receive \$53,833. in back wages and benefits as the result of an order of the U.S. Dist. Court at L.A. The seamen are members of the Seafarers' International Union.

The cash came from \$175,000 put up by the Japanese interests which bought the vessel at auction in bankruptcy court at L.A. on Jan. 26, 1956.

Under her former owners, the Margo Pacific Lines, Inc. the "Mazatlan" made a weird excursion, filled with delays and mechanical breakdowns from San Diego to Acapulco last summer. The vessel had to be towed the last 350 miles back to San Diego. The crew then sued in federal court for their wages.

MEDON

Old unit of A. S. S. Co.

"Oduna"

1. No picts.

Emp. 9/27/1922/6 S.S. "Medon" (Odunā) recently purchased by A.S.S.Co., will sail for Alaska this Friday. She is the largest freighter ever operated on a regular schedule to Alaska. 332.9' x 46' x 26.9' The old "Seward" which was torpedoed off Coast of France in War ~~IX~~ One had a larger cargo capacity but "Medon" is largest of present fleet.

Emp. 10/6/1922/6 "Medon" arrives in Juneau on First trip. Capt. C.V. Westerlund, and Joe Kinnear, Chief Eng. Built 1920 at the Hanlon D.D. & Shipbuilding Co. Yards in Oakland, Calif for the U.S. Shipping Board.

Emp. 10/25/1922/6 "Medon" towing "Jefferson" Ketch. to Seat

MELANOPE

Old sailing ship

1. No picts.

Info. Book 36; Page 26

MELODY

Juneau troller '
(Norm Rustad)

1. No picts.

Info. in Book 36; Page 31

M. E. LOMBARDI

P. C. A. ④

Large Stā. tanker.

- ① Stbd. bow, trying to land at Stā. Oil dock, Juneau.
2. Stbd. bow at dock V.G. (P.38; Nov. '51 Ships & Sail-4
3. Port broad, Ketch. War paint. Album 28

Info on same page as pict. in SHIPS & SAILING
MORE INFO. BOOK 36; Page 7

MELVILLE

Col. River tug

Ketch. 1955----

2/26/1935 Tug "Melville" towing the dredge "Melba" over
the Newport, Ore. bar, when dredge capsized and sank.
Five men on the dredge drowned!

1. VG. Broadside (Stbd. at Ketch. dock.) (PCA--7)

M.D. 7/7/1956 pp. 21 Shaver Towboat back from Alaska Service....."Melville" back to Portland after being leased to the Alaska Towing Co. of Ketch. for the past year.

The 93' vessel has been employed in S.E. Alaska as a tug between Wrangell, Sitka, Ketch. and Seattle Shaver bought her two years ago from Knappton Towboat Co.

MELVILLE DOLLAR

Old Dollar liner.

1. Pict. and info. (1933) Book 42; pp. 16
2. See "2KYOKKO MARU" BOOK 34; pp 41.

MEMNON

Old floating cannery

1. No picts.

6/23/1948 Old Alaska floating cannery ship "Memnon" of Astoria, thought a war casualty, is still afloat as the "Empire Moulton" Served under that name in War II and is now named the "Preston" and being used on the Liverpool to Mediterranean ports run. Had been sold by the owners Columbia River Packers to Britain in 1940.

Book 32

MENDOTA

Coast Guard Cutter

1. Bow on. (Mag. cut)

MENSHIKOFF

Old bark
Sitka- 1867

Departed Sitka 1/2/'69 for S.F.; Capt. W.W.Pavlof, commanding; 223.1 tons burthen.

Departed Sitka 5/9/'68 for Unalaska and the Pribiloffs; Capt. Nicholas Kashevaroff; 223.1 tons.

Of Russian American Co., Capt. A.Kashevaroff commanding, arrived Sitka from Alaskan ports, 7/21/68

From Russ. to U.S.Reg. 1/25/68 223.41 tons.

Capt. H.M.Hutchinson 10/14/69

XXX

Album  17

MERCED

No. 211281

Wooden Steam Sch.

1. Port, broad, in good shape, calm water, as she was when grounded on Punta Gorda, Cal. on her second trip in 1913. She became a total loss.

994 tons; built 1913 at St. Helens by J.H.Price in the St. Helens Shipbuilding yard for the McCormick Lumber Co.

Had triple expansion engine.

Was lost on her second trip, Oct. 15, 1913 five miles south of Point Gorda on the Calif. Coast.

994 gross; 589 net; 202.5' x 40.2' x 14.7' 28 crew.
800 h.p.

D.A.Disp. 10/16/1913 says she hit at midnight last night on Punta Gorda. Lumber laden---Astoria to S.F. Tugs out.

MERCER

Lake Wash. ferry.....

Emp. 7/24/1928/ Five Japs drown today when their car slid off the deep end of the ferry "Mercer" into Lake Wash. The ferry was moored at the slip and he was one of 25 cars in line. With the Jap was his wife and 6 kids. He At the call to board he started out 'furiously', bounced off both sides of the ferry, passed clean on through and plunged off the deep end.

MERCURY

A.&P.Sd. can. tend

D.A.Disp. 7/17/1915 Capt John Olsen brought tender "Merc"
of A. & P. Sd. cannery to town today from Excursion Inlet.

1. Pict. and info.--Now pilot boat for Grays Hbr. Bar.
PWB. pp. 13, July 1956. (NOTICE!! Not same boat)

1. I have a picture of her in Album B See index.
9/10/1945/5 Cannery tender "Mercury", Capt. Ralph Robert-
son, bound Ex. Inlet to Seattle via Juneau, with 11
persons on board, hit a log off Thane at 11:30 Sat.
night and began sinking. Towed in by C.G. and beached
on Rock Dump flats, Temporary repairs to be made here.

MERCURY

Gray's Hbr. Pilot boat.

VG. Pict. crossing bar out to sea (N.B. 21 pp 46.)

MERCURY

Old sailing ship

1. No picts.

Built in New York in 1851

A bark "Mercury" with a full cargo capsized near Skagway in Apr. 1898 and was beached there. She was considered a total loss and little of the cargo was saved. She may have been salvaged and repaired and made into a barge-----D.A.Disp.7/7/1900 says 'large barge "Mercury" which was recently towed from Seattle to Nome with a load of frt. was reported wrecked on the beach below Nome. D.A.Disp. 9/12/1900 pp.4; says the Bark (barge) "Mercury" which was towed to Nome last spring by the tug "Wallowa" was a total loss in the Bering sea in a storm. She sprung a leak and had to beached, stripped and abandoned. She was owned by E.E.Caine of Seattle and was built 49 years ago.

MERIDEN

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

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

Sister ship in all respects to Jacox.

1920 sold to General S.S.Co. of S.F.

1923 to E.K.Wood Lmbr. Co. who renamed her EL CAPITAN
AND still owned her in 1940.

MERIDITH VICTORY

U.S. victory ship

1. Deck scene; evacuating Koreans. (Book 33. page 27)

Info under picture. Book 38.

MEROM

Old bark familiar to
Alaskan waters 1899

1. No pict.

Oct. 6, 1900. while anchored near the Steamers "Santa Clara" and "Kodiak" at Kodiak, she broke her moorings and blew ashore in a severe gale. One man refused to leave her and was drowned. The other two ships rode out the gale with some difficulty.

D.A.Disp. 10/23/1900 V.G. full account of the loss of the "Merom" (bark) on Oct. 6th on Kodiak Id.

Book 29

MERRIMAC

Civil War Ironclad.

1. Stbd. broad, print. (Magazine cut)
2. Battle with "Monitor" " " "
3. Ramming the "Cumberland" " " "

MERWIN

Yukon River steamer

1. No picts.

See "W. K. Merwin"

MESSENGER

P.C.A. 3.

P.C.A. 5.

Westfall's.

P.C.A. 4.

P.C.A. 6.

"Dixie"

1. Port broad, speed, under Douglas Bridge.
2. Stbd. bow and Stbd. broad on N.C. ways, Juneau.
3. Stbd. near broad astern "Grizzly Bear" J.B.Hbr.
4. Group of three views in different locations---one on small boat Hbr. grid Aug. 1948
5. Set of 10 listing in head of Dunean Canal Aug. '48

D.A.Disp. 5/26/1911 New launch "Dixie" was launched
near the Douglas Foundry at 21:35 last night for Mr.
& Mrs. Bennett.

When built she was lower and had wheelhouse foreward and
a trunk cabin aft. of it. Bennett was the Master Mech.
at Treadwell.

PCA--6

MESSENGER

Ex War. I. sub-chaser.
Adventists

1. Stbd. broad, rugged condition, Ketchikan. Aug. 1950
2. Stbd. bow, at Juneau. (PCA--7)

Taken over about 1932 by Pastor Woods of the 7th Day Adventists Mission. He took the 135 h.p. Buda diesel out of the old vessel of the same name and placed it in this one. When War II came along she was taken over by the Navy and stationed at Sitka. Green kids practically ruined her and Woods did not want her back so she was laid up in wet storage in Ketchikan and eventually sold for very little to Ketch. men who are using her as a fish pkr.

(1950)

3/25/1940/3 "Messenger" gets two new 100 h.p. Cat. diesels

MESSENGER

Yukon River craft

1. No picts.

Was a small mail launch of the Northern Navigation Co.

MESSENGER

Album (26)

Old Wet ass.

(1) Port bow; gangplank out to river bank.

META

Album 12.

Old Pass. and tug.
Later "Grayling"

1. Port broad, as small passenger str. Nose at dock. G

P.C.A. 6

METEOR

Old schooner-barge

1. Ruins on Gravina Island. June. 1951 (Deck view)
2. Same time---stbd. broad of hulk.

Emp. 4/18/1925/6 W.R. Lebo will move his reduction plant from Hawk Inlet to the big floating plant "Meteor" which he recently purchased from the Seaboin Sailas Co. of Seattle.

METEOR

O.No. 92304
Old schooner

1. Picts. only taken by me in P.C.A. 6. (1951) as derelict

Built by Hall Bros. Yards at Port Blakely, Wash. 1891
600 Gross--518 Net; 177.3' x 38.4' x 13.5'

Owned in Seattle in 1915 by H.G.Seaborn in White Building.
W.R.Lebo towed her to Hawk Inlet Apr. 18, 1925 and moved
his shore saltery on her.

Listed as owned by Marine Products Corp. (Wash.) in Ketch-
ikan in 1928 Blue Book.

METEOR

Album 15.
Album 22

Old steel st. sch.

1. Port broad, deckload of lumber.
2. Stbd. broad, in Ketchikan Harbor.

Was reported lost with all hands in Dec. 1903 but was later picked up drifting in Bering Sea and towed to Seattle by the Steam tug "Tyee" arriving there Dec. 15, 1903

Wrecked Juneau dock Jan. 30, 1910 Pacific Coast dock
Empire July, 3, 1912 states the ship arrived in Juneau
on that date.

METEOR

Steel Steam Schooner

1. Good stbd. broad; (Blodgett) pp. 33; Album 22

2301 tons, built in 1901 by Craig S.B. Co. Came to West Coast under Globe Nav. Co. and organization of Great Lakes capitalists with headquarters in Seattle, who also operated a fleet of wooden sailing schooners in the lumber trade.

The "Meteor" carried 1550-M ft. of lumber or 3400 tons of coal. Was acquired by the Pacific Coast Co. in 1908 and was sold in 1917 to Boston owners.

Was lost on Block Island, July, 10, 1926 without loss of life.

Had 1000 h.p. triple expansion engines aft.

SEE REVERSE SIDE

NOME NEWS 2/16/'04 says she lost her rudder and was picked up by the "Eureka" and towed to Dutch Hbr. Oct. 26, '03 Jury rudder rigged and "E" started to tow "M" south. The C.G. "Manning" escorting them. Line parted in Akutan Pass and "E" afraid to turn around. The "Manning" Capt. C.H. McClellan, managed to pick her up before she was blown ashore and towed her back to Dutch Hbr. where she waited for a salvage tug. Capt. Ames commanding "Meteor"

See reverse side of card on "Kingfisher" for collision in Grönville Channel in 1911.

D.A.Disp. 10/31/1912 She plowed into and wrecked the Behrends Float near the Juneau Fish & Ice House last night when the signals from the bridge were mis-read in the engine room. Capt. Thompson, commanding. The gas-boat "Musher" had a narrow escape.

D.A.Disp. 3/3/1915 Unit of P.C.S.S.Co., and is on last trip to Alaska. Will be placed on lumber and coal trade from Seattle to the East Coast. She has been on the Alaska run since being purchased by the P.C.S.S.Co. in 1908. The str. "Montara" of the same company is already on the new run--left last week.

Book 32

METEOR

ALBUM 7.

Tug-Mailboat.

Album 8.

- 1. Port, broad, slow; as old steam tug.
- 2. Stbd. broad, near Fremont bridge as L.C.Co. mailboat.
- 3. Stb. broad at Seattle Pier as ATS. ST 345.
- 4. Port. near broad, at Union Bay Term. (Mag. Cut)
- 5. Stbd. broad, at sea as old steam tug. (Mag. cut)
- 6. Repowered in 1934---story---Album 48; pp. 25
- 7. Two V.G. Towing: off Portland Island. (PCA--7)

Emp. 3/30/1927/6 "Meteor" St Michael tender, saved by Capt S. Saintry of the "Princess Mary" Was drifting disabled in storm in Clarence Strait near Pt. Stanhope. Had cut loose earlier from a tow of logs she was towing to Wrangell....

5/26/1938 Floating cannery of Alaska Glacier Food Co. 550 tons and 125' long, foundered about 6 miles off Lituya Bay on May 23rd in 10 minutes. Crew saved. Was being towed by the tug "Meteor"

Alameda

General Engring Corp.

Built 1900 at ~~San Francisco~~, Cal.

Dimensions: 75' x 18' x 7' Gross 68 Net 40

Steam developing 70 h.p.

Diesels swing two 48 x 40 Coolidge wheels

Came out a coal burner then about 1905 she converted to oil. On her first trip she ran across the transport "Rosecranz" stranded on Yukon flats with troops on board. Made enough off that rescue to pay for her. Later chartered by Govt^l to carry dead natives to burial from measles. Then owned by Alaska Explorations Co. Later they merged with famous A.C.Co., Northern Navigation Co. and others. In 1923 Capt. Frank P. Williams bought her from the Northern Navigation which had bought out all the others. He used her for lighterage work at St Michael to 1924 then took her to the Sound and engaged in towing. Operated to Southeastern for a while. About 1927 she had two 110 h.p. Washington Diesels installed and was to be taken North by Williams to run mail from Nome to StMichael and Nome to Kotzebue,

11/18/1939 "Meteor", Capt. T. Pederson, pulled off Lewis Reef (Tongass Narrows) by C.G. "Gyane", Southbound. Damaged forefoot but can proceed.

METHA NELSON

Old Sq. rigger

1. No picts.

INFO. IN BOOK 35; Page 21

1. Port broad, still, in stream. (Mag. cut)

7061 tons: Operated under bareboat charter to War Shipping Administration in War II and still going strong.
in Apr. 1945

MEXICO

Album 15.

Lg. old Pass. liner.
A.S.S.Co. "Aleutian"

1. Stbd. broad at old dock.

Official No. 205116 Built 1906 at Philadelphia, Penna.
6362 gross; 3700 net; 400' x 50.2' x 17.5' Crew 128
5000 h.p. steam.

Mention in Book 36; Page 40

Check story and pict. See Page 41 in Book 35 for more.

MEXICO

No 91411

Some sort of old str.
used on Alaska run 1900

1. No pict.

ALASKAN (Sitka) 5/30/'91 Unit of P.C.S.S.Co., Capt. James
C. Hunter and Eng. J.A.Dawson arrives Sitka.

ALASKAN (Sitka) 10/6/'94 Capt. Garrol-at Sitka on 4th.

ALASKAN (Sitka) 5/22/'97 says she scraped bottom in Sitka
Hbr. coming in during a minus tide. She is a deep boat
and (quote) needs more than a heavy dew to float her.

Capt. George, pilot for P.C.S.S.Co. was off for an operat-
ion this trip which is the first trip he has missed to
Alaska twice a month for 21 years.

DOUGLAS ID. NEWS 7/19/99 says she hit West Devil Rock in

Dixon Ent. Aug. 4, 1897 and sunk in 2 hrs. Capt. Thomas.
DID.D.NEWS: 4/24/1901 says Mar 28th marks 4th anniversary of
her landing at Dyea with 6 or 700 pass. bound to Klondyke.

Wrecked in Dixon's Entrance shortly before 1900
Mentioned in item in Alaska Mining Record Dec. 14, 1900

Built 1882 at S.F. 1797.44 gross; 1340.72 net;
275' x 36' x 20.7' 1500 h.p.

Believe she ran on West Devil Rock in 1899

DAILY ALASKAN (Skagway) 10/24/1901 says she was re-named "Mexico" and was to stop there on this trip from Nome to Van. B.C.

DAILY ALASKAN 9/8/1901 says she was being repaired at Seattle and will soon go back on the St Michael run.

Bob DeArmond says she was a total wreck in 1897. (Note: See card on "Manuense")

This vessel (Mexico) was in Sitka 3/26/'92 with Capt. J.C. Hunter, commanding.

6/25/'92 Arrived Sitka with 70 tons frt.

ALASKAN (Sitka) 10/4/'90 says she arrived at Sitka on Oct. 2nd. on her first trip---replaced the "Geo W. Elder" Capt Patterson and Chief J. Dawson. She made her first trip to Alaska in 1885.

M. F. PLANT

Coastal steamer.

"Yukon" A.S.S.Co.

D.A.Disp. 2/21/1911 Str. "M.F.Plant" was to replace the
"Adm. Sampson" on the Pacific Coast runs.

D.A.Disp. 11/16/1911 ~~says~~ she had a broken tail-shaft and
was being towed to S.F. by a 'passing str.'

MIAMI

Old steamship of some
kind operating to Alaska
before 1910

1. No picts.

Wrecked at Loring sometime prior to 1910 See EMPIRE
Apr. 18, 1910

MICHAEL MORAN.

Album 27

Moran Co. tug.

1. Stbd. qtr. speed. NewYork.

MICHIGAN

Yukon River craft

1. No picts.

She may have been a barge on the Main River in 1901

MICHIGAN

Album 10.

Very old steam tug.

1. Port bow, at dock. Canoe in pict.

VG

MIDAS

P.C.A. (3)

BSP 511

Jim Coles.

(1) Port broad, speed, in Scow Bay. Wrangell Narrows.

105' B.S.P 511 Built (unknown)

296 gross; 235 net; Twin 135 Caterpillar Diesels.
Freighting, home port Juneau, Documented Oct. 17, 1946.
Owner James V. Cole.

1/2/1948/8 Lost plg log raft of Reid Bros. Logged at Eagle
River, off Lena Pt. in S.E. storm. Was up abeam of Middl
Pt. when caught by 92 m.p.h. winds and blown back to Lena
Pt. 250,000 ft. Yesterdays gale.

MIDGET

U.S. Frt.

1. Foundering at sea. Book # 34 page 27

Book 33

MIIKE MARU

Lg. old N.Y.K. liner

1. Stbd. broad, small craft nearby, Seattle. (Mag. cut)
2. Pict. and info. (Book 44; pp 16.) pp 36

Ship arrived from Japan Aug. 31, 1896 at Seattle to
inaugurate N.W.-Japanese shipping.

MIKIMIKI

Album 12.

Book 29

Young Bros. Limited.

Large diesel tug.

1. Port, broad, speed, holiday crowd on board. VG
2. " " " same (Mag. cut)
3. Port bow, speed, 'Frisko skyline. (Porthole)
4. VG Half-bredth plan. BOOK 32; pp 12
SEE CARD ON YOUNG BROS. FLEET. Under Y.

"Mikimiki" is a Hawaiian name meaning 'on time.'
Designed by L.H. Coolidge and built at Ballard Marine Ry.
Completed in Mar. 1929 at a cost of \$210,000.
125' x 29.4' x 12' Gross: 264; Net, 59; Speed 11½
Cruising radius of 3575 miles on capacity load of 30,000
gallons fuel. Has twin 560 h.p. Fairbanks Morse's
An electric towin winch holds 1800' of 1½" wire.

MORE INFO. BOOK 36; Page 31
HISTORY IN BOOK 35; Page 51

MILAN

Old barque
Sitka--1867

Departed Sitka 1/10/'68 for S.F.; Capt. (P of S) R. Snow.
Commanding; 772/70 tons burthen

XXX

MILWAUKEE

Album 19.

U.S.S. Battleship.

PHP. 1.

1. Port, broad, stbd. list, on flat beach, moderate suff beating around her.
2. Port, broad, nearly same picture as above, but not as clear and more broadside. Album 19.
3. Port bow, still in stream. (Porthole)

Cut up for scrap in Seattle in 1931 by Paul Eidsmore.
Info. in Book 36; Page 32

MILWAUKEE

Yukon River craft

1. No picts.

Built 1898 at Ballard; 396 tons; Went north to Dawson
in 1898 and sometime later went to the Kuskokwim where
she ended her days.

MILWAUKEE

Album 10.

Milwaukee R. R. Co.
(Large steam tug)

1. Stbd. broad, speed, Puget Sound. VG
2. Good picts. and story Feb. '52 PMB page 14 to 16
3. VG. picts. and info. (retired) S&S. Spring '56; pp. 49.
4. Pict. and info. Retires. (Book 43; pp. 43)

Built 1913 at Seattle by Moran Co. for the Chicago-Milwaukee & St Paul R.R. to tow car barges on the Sound.

Still in service in 1944. 221 gross; 101 net;
107' x 24' x 15.2'

To be retired ~~ed~~ (Book 44; pp. 18)

Picts. and info. being retired. (Book 44; pp. 21) pp 18

MILWAUKEE

Lg. Gt. Lakes car-ferry

1. No picts.

See story of her loss etc. in large file. Envelope No. 5.
The above story is now in (Note Book 23; pp 99)

MILWAUKEE BRIDGE

~~Pacific Coast Steel Steam Schooners.~~

~~Lyman~~

3275 tons; built 1919 at Newark, N.J. yard of Electric Boat Co. for Shipping Board. 5350 deadweight tons. 1500 h.p. geared steam turbine by Westinghouse at Essington, Pa. 324' x 46.2 x 25.

Sold to Matson Line of S.F. and renamed "Malama"

She was one of our first War casualties when on Jan. 1, 1942 far out in the Pacific she reported by radio that an unidentified plane ordered her to heave to. Nothing has been heard of her since.

MINA C

Ex. Nor. M.S.
"Tanman"

1. To go on Taku Inlet run. Book 42; pp. 2.

MINDINAO

No. 107786
Old Schooner

1. No picts.

See page 40 Mar. 1952 P.M.B.

PCA ⑥

MINNAHAHA

Lg. old PAF can.tender

- ①. Two views (bow only) at Newtown float; Ketchikan.
2. VG. broad; coming into Ketch. {PCA--7}
3. Another VG. pict. slow; Ketch. {PCA--7}

Later ~~"Undertaker"~~ Persevere

MINEOLA

~~Pacific Coast Steel Steam Schooners~~

~~Lyman~~

2448 tons, carrying 3950 tons deadweight built in 1918, at Camden, N.J. by N.Y.S-bldg. Co. for Atlantic Transport Co. and requisitioned by the Shipping Board.

300 x 40 x 23 and had triple-exp. of 1450 h.p. made by builders.

After a few years under ownership of the Grace Line of N.Y., she was sold in 1927 to the New Orleans & South American S.S.Co. who later renamed her the "Nosa Duke"

In 1932 she became the "North Wind" of the Northland Trans. Co. of Seattle who still owned her in 1940..

MINNEAPOLIS

Yukon River steamer

1. No picts.

Built 1898 at Tacoma. 236 tons; Passed to the Alaska
Railroad in 1927 and was still afloat at Chena in 1944.

XXX

MINNESOTA

No 201040

Album ~~20~~ 20

Large American Steamer.

Book 29

Book 32

PHP. 1.

1. Port, broad, bow in rocks and near high rock; Still has steam up. Wrecked on Hofurogiro Rock Inland Sea of Japan 1914.

2. Stbd. bow, Seattle Hbr. Sd. Str. "Whatcom" also in picture. P. C. Album 1.

3. Port broad, Seattle Hbr. (Magazine cut)

4. Stbd. bow, still in stream. (Porthole)

5. Port broad, slow, smoke. (Mag cut)

MORE INFO. BOOK 36; Page 40
D.A. Disp. 7/18/1915 pp, 8; Capt. Garlick of the stranded str. "Minnesota" has been absolved of all blame for the stranding of the str. on Iwo Shima--ocean currents held to blame.

Nov. 11, 1911 paper says she was ashore on Shikoku Id. Japan. Owned by the Great Northern Co. All pass. safe.

Built 1904 at New London, Conn. for James J. Hill
20,602 gross: 13,121 Net: 622' x 73.5' x 19'
10,000 h.p. steam and made 16.03 knots on trial run.

Came around the Horn and into Elliot Bay in the
winter of 1905, under command of Capt. John Truebridge.
Initial Oriental trip began Jan. 23, 1905

A sister ship the "South Dakota" was also built
in 1905 and came around the Horn to run to the Orient.

Both had accommodations for 250 first class, 100
2nd. class and unlimited space for steerage.

"Minne" shuttled steadily from 1905 to 1915 at
which time she went to the East Coast. Left Seattle the
last time Nov. 14, 1915. Taken over by the U.S. during
War I. and used in the Atlantic successfully. After the
war she passed to the International Mercantile Marine, but
in 1921 after periodic lay-ups she was permanently laid up.
In Jan. 1923 she was sold to a New York wrecking firm and
dismantled.

M.D. Oct. 7, 1950 says she was scrapped in Germany.
She and sister ship "Dakota" were the largest freighters
ever built;;; Carried a cargo of 28,000 measurement tons.
Launched Apr. 15, 1903.

MINNESOTA

Seattle steamer

1915

Not sure if this is the same one as the Jim Hill liner.
D.A.Disp. 12/7/1915 Str. "Minnesota" of Seattle, which
left Seattle Nov. 19th with munitions for London and was
later headed back to S.F. due to an explosion in the engine
room, was today drifting helpless at sea. Unless tugs
reach her soon she is liable to be lost on Cedros Ids.
Three men are in irons for the trouble to the engines.
V.G. picts. and info. Book 44; pp. 11.

MINNETONKA

U.S.C.G.C. of the
"Wachusett" class.

1. VG. Port broad at Juneau July 19, 1956. (PCA-10)

255' C.G. with 15 officers and 112 men. Built in 1945 and is one of a class of 13 such ships. Single screw turbo-electric and delivers 4000 h.p. to a 12' five bladed prop. at 128 turns per min. She is stationed at Long Beach, Calif. and is to substitute at Juneau for the C.G. "Storis" which is on Bering Sea patrol. Comdr. Roger M. Durley, is skipper and Lt. J.G.) H.L. Johnson, is Engineering officer.

Emp. 7/20/1956.

MINNIE

P.Sd. sailing sloop

1. No picts. available. Good story of Freighting in storm in 1880.

MINNIE A. CAINE

Old P.C. schooner.

1. V.G. Picts. and story---Album 48; pp. 20-~~20~~-22-23

XXX

Album . 17.

MINNIE E. KELTON

No. 92601

Wooden Steam Schooner.

1. Stbd. nearly broad, decks awash, slight port list.
Being towed in over Columbia River bar to Astoria
May, 5, 1908.

Built 1894

632 gross;

Piled up on Yaquina Head, Ore May, 2, 1908

11 of the

21 on board were lost.

MINNIE B

Kodiak Fisheries Co.
new tender 1917

D.A.Disp. 4/24/1917 pp. 6/ New tender "Minnie B" of the
Kodiak Fisheries Co., 85' long, was launched today.

MINOOKA

Pacific Coast Steel Steam Schooners

Lyman

3280 tons; built early in 1920 at Mobile S.B.Co. in Mobile, ALA. for Shipping Board. 5000 deadweight tons; 3248 x 46.2 x 25; 1600 h.p. triple-exp. from Elliot Mach. Wks. of Baltimore.

Sold by S.B. to Gulf Pacific Line of S.F., operated by Swayne & Hoyt and renamed the "Point San Pablo"

About 1931 she passed to the McCormick S.S. Co. of S.F. and was still owned by them in 1941

MINTO

Old Canadian River
steamer.

1. Bow view at pier on Arrow Lake (P.M.B. May '52
Page 23)
2. Picts. and story; P. 17; June, '53; S.&S.

Built 1902

Pict. and info. Album 48; pp. 21.
Info. pp. 4, PWB July 1955
Drive launched to save her. (Book 44. pp 16.)

Album (26)

Mischief

Old steam powered schooner
From Lewis & Dryden
Later the "Alaskan"

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

Built in 1886 at Oneonta, Ore as the schooner "Mischief" for the Yaquina Bay trade. In 1892 she came to Victoria, B.C. as a sealing fleet tender. Rebuilt at Seattle in 1904 by James Gilmore and used from Seattle to the San Juan Islands for two seasons. Then passed to the Black Hdwe. Co. and lengthened for the Seattle-Ketchikan Alaska run. Sold back to Victoria interests in 1915 and lost on the West Coast of Vancouver Id. in 1916 with a loss of 30 lives.

Original dimensions: 138 gross; 75 net;
80' x 18.7' x 7.4'

D.A.Disp. 8/21/1900 Str. "Mischief" is in Juneau and will be placed on the Juneau-Skagway run.

MISCHIEF

Juneau troller

1. Listing out on Juneau grid.

(PCA-10)

U.S. Navy Battle-ship
1950 "Mighty Mo"

1. Speed, at sea, air view. V.G. (Newspaper cut.)
2. Diagram of tugs freeing her. Stern view of salvage vessels pulling her off. V.G. (Mag. cuts)
3. Air view of salvage operations. Jan. '53 S & S P-35
4. Another pict. in mud. Book 40; pp. 46.
5. V.G. pict. and info. 'Goes into mothball fleet, etc.)
Some statistics.----Winter 1955 S.&S.

The battleship "Wisconsin" also was ashore. She grounded
Aug. 22 1951 on the Jersey shore. See card on her.

Info. only (Book 43; pp. 11)

BOOK 31

MISSOURI

U.S.S. battleship.
"Mighty Mo"

Goes into the mothball fleet----pp.6/ Winter 1955 S&S
VG pict. pp. 33 S&S Winter 1956

VG pict. stuck in mud. BOOK 31; pp 71 to 75

1. Port broad, slow, (Mag. cut)
2. Port broad, still. (Mag. cut) Book 33. p. 22.

5908 tons: Sold before the War II to British interests.
First Am.-Hawaiian vessel to make a westbound transit of
the Panama Canal.

MIST

Sealing schooner

Sitka--1892

Left Sitka 5/3/1892 Capt Wm. Smith, 8 Native hunters and
4 canoes to seal on N.W.Coast.

MIZPAH

Album 10.

Diesel tug.

1. Port broad, slow, near dock, no background. VG

Built 1905 at Olympia, Wn. as a passenger boat.
Converted to a tug in 1925 at Olympia and powered with a
60 h.p. F.M. (C-0) In 1943 she had a 130 h.p. gas engine
installed then exploded and burned at Olympia on May, 1,
1943. Being rebuilt by the Capitol City Tug Co. her
last owners in 1944. 17 gross; 11 net; 46.5'x13.5'x4.1'

MIZPAH

No. 92843
Gas-Fishing vessel

1. No picts.

Built at Prosper, Ore. 1898 64 gross; 41 net; 6 crew.
Listed as Frt. 70' x 22.9' x 7'

She blew up on the Kvichak River May, 8, 1910 with the
loss of one man out of 8 on board.

M. J. SCANLON

~~Pacific Coast Steel Steam Schooners~~

Lyman.

4554 tons; completed by N.Y. Shipbuilding Co. at Camden, N.J. for the Shipping Board who had requisitioned her while on the ways. Had been ordered by the Carpenter-O'Brien Co. and designed as a lumber carrier of 8600 tons deadweight. 362.3 x 51.2 x 32.2 2200 h.p. triple ex. engine placed aft like a tanker's and was probably the largest vessel ever designed to carry lumber in this country Launched in 1918.

Owned by the Shipping Board until 1924 then brought to the West Coast by the Hammond Lmbr. Co. of S.F.

Hammond's sold the ship back to the East Coast to the Mallory Line in 1935 who renamed her "Malanton" and still owned her in 1939

M. L. WASHBURN

Yukon River steamer

1. No picts.

Built 1911 at St. Michael .284 tons; Operated on the Koyukuk then later passed to the Alaska Yukon Nav. Co. in 1914. Hit a rock and sunk near the Little Salmon River in the fall of 1920 while enroute to assist the Str. "Selkirk" which was wrecked at the mouth of the Stewart River. She carried the nickname of 'Shaggy dog'

M. M. DANT

Mariner type SS

1. VG Porthole pict.

Commissioned at Seattle's Pier 46 Jan. 25th 1957.
She was formerly the "WOLVERINE MARINER" and is first of
two re-commissioned Mariners which States-PTL is placing in
its Calif.-Orient service.

Puget Sd. Bridge & Dredge Co. handled the conversion.
The second vessel of the two Mariners is the former SS
"BUCKEYE MARINER"

The 20-knot "M.M. DANW" is rated as the most modern and
efficient type of cargoliner now in service in the U.S. Mer-
chant Marine. 563' 7.75" x 76' 14,828 Dwt.
11,745 gross tonnage. Dry cargo storage area totals
736,723 cu. ft., with refrigerated cargo space of 30,254
cu. ft. She also has deep tanks for liquid cargo storage.

Will be placed in service immediately between Pacific
Coast ports and the Far East, picking up cargo at Long
Beach and San Francisco for her maiden voyage to the Orient
M.D. 2/2/1957

MOCKING BIRD

Yukon River craft

1. No picts.

Built 1896 at Tacoma. 82 tons.

1. Stbd. broad, nose on beach, picknick. (Mag. cut)

Shown at Stone's Landing (Redondo Beach) about 1900
She was a little steamer about 35' long and had two steam
whistles which the owner liked to blow to try to imitate
the bird of that name. Residents of Tacoma circulated a
petition to keep him from it as it disturbed the peace
at night when he was returning with parties of revelers.

Article was by W.J. Betts in M.D. 1/29/'49

THERE WAS A SMALL STR. OF THIS NAME AT SKAGWAY IN 1901
D.Id. News: 11/27/1901 says the Str. "Mockingbird" was
being repaired at Skagway and was to soon go on the run to
the Hoonah Hot Springs.

MODOC

Old Barkentine

1. No piets.

HISTORY IN BOOK 35; Page 42

Album 13.

MODOC

No. 214030

P A F Co and Foss C.
Tender and tug.

1. Port broad, slow, East waterway. Seattle.as Foss tug
2. Port, broad, slow, as old steam cannery tender. VG

Built 1916 at P.A.F.yards in Bellingham. Had 250 h.p.
steam built by Seattle Mach. Wks.

Dimensions: 119 Gross; 69 Net. 79.2' x 21.' 8.1.

Steam plant replaced with 350 h.p. diesel in 1926

Chartered to Foss Co. in 1943

MOGUL

Album 10.

Very old steam tug.

1. Stbd. broad, still, in stream.

VG

Built 1886 at Tacoma for the Tacoma Steam Nav. Co.
94' x 19.8' x 10.6' (The company was composed of Capt.
James Griffiths, Gen. J.W. Sprague and J.W. Anderson.) She
was used in ship towing from the Cape and skippered by
Capt. Clark (Woody) Sprague. In 1894 she was sold to
Capt. Henry Smith and placed under Canadian flag. Smith
lost her in a slight collision with the British bark,
"Darra" which she had taken to sea. He beached her about
Two miles east of Tatoosh Id. and she soon pounded to
pieces.

MORE INFO. BOOK 36; Page 26

M.D. 2/28/'53 says she was 1st tug built on P. Sd. Page 8.

In 1895 she collided with the Br. bark DARRA and had to
be beached near Cape Flattery. Shortly after being beach-
ed a gale came up and she was completely wrecked.
Seattle Times 8/28/1967

MOGUL

Third tug of the name
Dieselized steam-tug.
James Griffiths & Co.

1, No/p1/c/t/s/. Stbd. broad. Sept. P.M.B. '51 Page 17

157' former steam tug "Logmac" Converted by McGintie & McDonald, consulting engineers at the B.C. Engineers & Shipbuilding Co. of Van. B.C.

She will tow a converted LST which has been made into a barge carrying bulk caustic soda, chlorine and other commodities.

Unit of the Griffiths S.S.Co. of B.C. (which was formerly known as the Coastwise S.S. & Barge Co.)

The barge will be named the "Griffco" and is the third to carry that name. Will make a bi-monthly tow from Tacoma to Columbia Cellulose Co. of Prince Rupert, B.C. and the H.R. MacMillan Co. pulp division of Harmac, B.C.

M.D. Jan. 13, 1951

MOGUL

Canadian str.
Pacific Ocean
1893

Arrived at Victoria, B.C. from Yokohama, 5/20/'93

MOHAWK

Album 15.

Small Sd. Pass ferry
Later tug "Paula"

1. Stbd. bow, at dock "Doncella" in foreground. G

Unit of the Puget Sound Frt. Lines, acquired in 1928 along with the "Seal"

Built 1921 at Friday Hbr. as a twin-screw diesel ferry for use from Seattle to San Juan Ids. Converted to a single screw steamer in 1927 by P.S. Frt. Lines. Sold to Col. River interests at Portland, Ore in 1939 and used in frt. trade from Portland to The Dalles. Rebuilt into a tug in 1942 by the Upper Columbia Towing Co. to tow oil barges from Calif. ports to the Columbia River. Her name was changed to "Paula" at this time and a new medium duty 1200 h.p. Enterprise diesel installed. Shortly after this she was taken over by ATS. and used in S.W. Alaska by the Army She burned and sank at Seward on 1943

MORE INFO. BOOK 36; Page 48

MOHICAN

U. S. S. Cruiser
Sitka-1892

Arrived at Sitka 5/12/'92. Commander H.L. Johnson, commanding. Steam propelled. (Maine class)

10/5/1892 she was petitioned by Mr. DeGroff and Sitka people to look for the over-due mail str. "Elsie" but Comm. Johnson refused on grounds that he had orders to proceed to Mare Id. He took off for the South.

ALASKAN (Sitka) 3/18/1893 says Commander Henry L. Johnson was dismissed from U.S.N. for a recent grounding of the "Mohican" on P. Id. and also for his refusal to search for the missing "Elsie" last fall.

Cmdr. Nicoll Ludlow, 9/30/1893 at Sitka.

MOI

New Hawaiian tug.

1. Half bredth plans etc. (Over)
2. V.G. Cover pict. P.W.B. June 1953
3. Picts. and info. Pages 10, 13, 34; Book 41.

For story and plans see page 22 Pacific Work Boat Sept. 52
More on her on page 10. P.W.B. June '53

MOIRA MORAN

Moran Co. tug. N.Y.

1. PICT. in heavy seas. VG. BOOK 33; pp 49

MOKIHANA

Old Matson Line Ship.

1. No pict. in 1950

Former Seattle frequent visitor in prewar days has been reported sold by the Matsen Nav. Co. to Campagna Cristobal de Vapores, (Michael Embiricos) for a reported \$350,000. She is to be renamed the "Fryxos" and will be registered under the Panamanian flag. Her new service has not yet been made known.

M.D. 7/10/'48

PHP

3.

MOLDANGER

New Norwegian M.S.
1950

1. Stbd. bow at pier. (Porthole)

Built at Malmo, Sweden. Was in Seattle Feb. 1951 on maiden voyage. Capt. Frode Bjorn-Hansen. Seattle agents are the Interocean S.S.Corp. manager Alf Lee. Owned by Westfal-Larsen & Co. of Bergen, Norway. She is a sister ship to the same company's "Berganger" which was in Seattle a few months back (1950)

For more on dimensions see card on "Risanger"

MOLLY ADAMS

Old schooner

1. No picts.

INFO IN BOOK 35 Page 54

PHP

3.

MOMBASA

Danish Motor-ship

1. Stbd. broad, speed. (Porthole)

Powered with a Burmeister & Wain two-stroke single acting diesel developing 6850 h.p. and giving the vessel a speed of 15 knots fully loaded.

Capt. V. Jusjong, is master of the new Danish M.S. of the East Asiatic Line. She was built at Nadskov, Denmark. in 1950 and made her maiden voyage to the Pacific N.W. in Mar. 1951. Was in Seattle Mar. 10. 1951

M.D. Mar. 10, '51.

P.C.A. 6.

MONAGHAN

Album 16.

Can. tender.

① Stbd. broad, distance, at "Soshia" wreck scene.

② Port near broad at float in small boat hbr. 9/29/'48

MONARCH

Yukon River steamer

1. No picts.

2. Bow view; distance; a/s river bank. (Page 55; Feb. '52
SHIPS & SAILING)

Built 1898 at Ballard 463 tons; Towed to St. Michael by the S.S. "Rival" Capt. C.W. Sprague. Was on the ways at St. Michael in 1944.

Arrived at Dawson July 21, 1898. She had left Seattle in tow of the S.S. "Rival" May 16, 1898. The steamer also had a scow in tow. The barge broke up on the way but the "Monarch" came through in good shape. Owners, Columbia Navigation Co. Has a sister ship the "Sovereign"

Purchased by Capt. Wallace Langley in spring of 1907

PHP 3

MONARCH

PHP. 1.

Miki tug

Album 27

P. Sd. T. & B.

Book 32

1. Port near broad, speed, Seattle Hbr. (Porthole)
2. Port broad, slow, Seattle waterfront.
3. Port bow, speed, Seattle.
4. Stbd. bow; in D.D. (Porthole)
5. More pict. and info. pp. 7; Book 41.
6. Pict. and info. towing ferry. Book 42; pp. 14, 17.
7. Picts. Book 43; pp. 44--58)

Notice/ A former tug of this name was rammed and sunk by the French frtr. "Zenon" off Port Townsend 10/10/1925

Later discovered that the tug was the "Sea Monarch" not the "Monarch" as stated in first reports.

Mikimiki type tug built at Quincy, Mass in 1944
117' long and grossee 292 tons 1200 h.p.

Lost a steel barge (P.S.No. 91) off Oregon Coast in storm
Dec. 26, 1951. Barge drifted ashore at north entrance to
Umpqua River and tug continued on to Seattle. It registers
about 300 tons and is used in coastwise towing.

M.D. Dec. 29, 1951

The above barge was pulled off in Jan. by the
3000 h.p. "Salvage Chief" (a converted military craft)
and towed to the mouth of the Columbia River where the
"Monarch" hooked onto it and towed it on to Seattle. The
bottom was badly damaged and air cushions were used to
keep her from filling. Commercial Ship Repairs was a-
warded a \$95,000. contract to repair the barge. 260' long.

TROUBLE WITH SINKING TOW. SEE Book 30. Pages 53-55
Capt. Noel Davis award for good seamanship in recovering
lost tow---Page 22; P.W.B. Apr. '53

MONGOLIA

Large liner

1. No picts.

See card on "President Filmore"

As a unit of the Pacific Mail S.S.Co. she ran on reefs at Midway Island, 9/15/1906 The A.T.S. "Buford" left Honolulu, to pick up her some 500 pass. stranded on the reef. She was later refloated and proceeded to Honolulu under her own power but leaking badly.

MONITOR

Book 29

Civil War Ironclad.

1. Port broad. Print. (magazine cut)
2. Battleing the "Merrimac" " "
3. Good picts. and story in May, '53; S.&S. P. 48

NOTICE: SEE EMPIRE FOR June, 10, 1914 pp. 2 'Korea built iron clad battleships in 16th century or 250 yrs. before "Monitor" & "Merrimac".....etc.

K.D.N. 7/19/1955 Diver finds sunken hull of "Monitor" off Cape Hatteras. Was lost in storm while being towed by the U.S.S. "Rhode Island" Dec. 31, 1862
Diver Cpl. Robert Marx says he found the hull in 50' of water about one mile off Buxton, N.C. near Hatteras.

SEE LARGE ENVELOPE No. 23. (Sinking solved)

VG account (above) now in (Note Book 23; pp 101)

From Alaska Press Apr. 1951:

One of the first ironclad warships, the USS "Monitor" apparently has been found in 120' of water, 20 miles S.E. of Cape Hatteras, N.C.

A spokesman for the 6th Naval District said however that the Navy had no plans to raise what is believed to be the Yankee "Cheese Box on a Raft"

A routine antisubmarine patrol made the discovery in 1947. Although the hull has not been inspected by the Navy, the dimensions are the same as those of the Monitor.

It is in the same area where the Monitor was lost in a gale on Dec. 31, 1862.

She was the federal warship which engaged the Confed. "Merrimac", also an ironclad, Mar. 9, 1862, off Newport News Va.

The Monitor withdrew after her commanding officer was wounded. The Merrimac was sunk by the Confeds. during the evacuation of Norfolk, Va.

Although the famous sea battle was indecisive, it marked the opening of the era of armored warships.

(2)

MONITOR

Civil War vessel.

TRUE Nov. 1953

"MONITOR" was 172' x 42.5' x 10.5' and of 1255 tons displacement. Had no freeboard, the decks being flush with the water. She had iron plates 9" thick on the hull, and 1" thick on deck and her single turret on deck was 8" thick and housed two 11" guns. She defeated "Merrimac" Mar. 9, 1862. Later that year she sank off Cape Hatteras, while under tow. That was last known of her until 1947 when the underwater sound-detection apparatus of a navy vessel on sub. patrol picked up the outlines of a vessel on the bottom about 20 miles S.E. of Hatteras in 120' of water. The dimensions correspond with those of "Monitor" but so far no effort has been made to raise her.

XXX

MONITOR

Album 12.
Album 16.

W. T. & B. Co.
Old steam tug.

"Lydia Thompson"

- ①. Port, broad, at dock in Vancouver, B.C. VG
②. Port, broad, port list, level, on sand beach.
Pict. in Album 16.

Built 1893 at Port Angeles, Wn. as the "Lydia Thompson" 94 gross; 52 net 92.7' x 22.6' x 8' In 1906 she was sold to Harry Crosby and cut down to a tug and renamed "Monitor" Some time later she was transferred to the Independant Towing Co. a subsidiary of Wash. Tug & Barge until worn out and abandoned in 1936. Her old hull was still in Lake Union in 1943.

Story of sinking----Book 30 Page 52

Book 32
Book 38

MONITOR

Barkentine

1. Stbd. qtr. at sea; lower sails set. (Magazine cut)
2. Port bow, as barge, being towed. (Mag. cut)
3. Two poor picts.
4. VG. Anchored in Lake Union. (PCA--7)

She is now a highly efficient herring reduction plant under the name of Monitor Fisheries, and headed by E.B.McGovern, L.A.Peterson, and E.C.Weber with offices in the Coleman building. Seattle.

Built by the Benicia Shipbuilding Co. Sept. 24, 1919 at Benicia, Calif. 264.4' x 46' 2247 gross tons.

Originally intended as a wooden freighter the armistice caused a change in plans and she was rigged as a five masted barkentine. Towed to Oakland in 1920, completed and turned over to the Charles Nelson Co. Capt. Chas, Nelson had her christened in honor of the 3-masted barkentine of that name built at S.F. in 1862.

Dogged by ill-fortune. On maiden voyage under Capt. A.S.Hanson, her deckload shifted two days out of S.F. for Melbourne. Many feet had to be jettisoned. Two weeks later the rudder fouled and more lumber was tossed over to aid steering.

Her last trip under sail was from Newcastle, N.S.W. and she arrived in Seattle Dec. 12, 1927. and laid up in Lake Union. Later joined by two schooners, "Thistle" and "Fort Laramie". In 1935 all 3 offered for sale and taken over by Neider & Marcus. The "Monitor" was saved from shipbreakers by firm of Interstate Fisheries Corp. and hull found remarkably sound.

MONO

Stikine River Wet-ass
Canadian---1898

1. No picts.

F.W.News 8/31/1898 says she was repaired and made her first
trip today. Capt. F.P.Armstrong. Stabed out with an ex-
cursion trip to the scene of her recent wreck but did not
go all the way as it was too nasty in Clarence Strait.
F.W.NEWS 10/12/198 says 'Capt. Bell on the str. "Alaska"
left Wrangell today to relieve the str. "Glenora" which
is at the scene of the "Mono" wreck and is as yet unreported

NO RECORD IN BLUE BOOKS

Registered 88 tons.

Was Canadian owned and operated prior to trouble.

Old Wet-ass built on the Stikine near the Canadian boundary in 1897. On July 23, 1898 she and the "Stikine Chief" left for St Michael in tow of the str. "Fastnet" The towline parted during a little wind in Sumner Strait and the "Mono" was blown ashore on Bushy Island. The "Fastnet" kept right on going. Capt. Armstrong and his 12 man crew pitched tents on the beach and lived there for several days before being picked up and taken back to Wrangell. At the time it was believed the "Mono" would become a total loss. Some time later, however, she was patched up and taken into Wrangell and repaired. Her new owners again placed her on the Stikine River run.

Aug. 17, 1898 Robert Reid, D. McKinnon, W.S. Barber and Fred Lynch floated her off Bushy Island and brought her to Wrangell where they repaired her and placed her back on the Stikine.

She must have eventually found her way to the Yukon as MacBride lists her on the River and further states that she burned at Dawson Mar. 28, 1902

Sailing ship
(Barge)

1. No pict.
2. Not too good a pict. a/s another ship.
3. Another only fair pict. a/s another ship.
4. V.G. Crew at capstan. (pp. 24; Book 44.)
5. VG. a/s other sailing ships in Lake Union (PCA--7)
6. Stern view of her and "Moshulu" a/s (PCA--7)
7. Deck scene---crew at windlass. Book 44; pp. 24.

Some info. in 1947 DIARY Page Feb. 9.

History and pict. Book 33; page 39

ALASKAN (Sitka) 6/15/1889; As Navy Store Ship, she was feared lost but turned up safely at Samoa.

See story of her in Spring 1957 S&S pp 24---"The Man Who Killed a Sea Serpent" VG. (Pict. of similar ship.)

MONONGAHELA

Miss. River towboat

1. PICT. (Largest one) with tow. BOOK 44; pp 50

MONTANA

No. 208427

Sitka gas boat. (old)

1. No picts.

Built 1911 at Seattle, Wn. 65 gross; 33 net; 85 h.p.
76' x 18.5' x 9' 15 crew.

She burned in Redoubt Bay, near Sitka with 15 persons
on board and no loss of life.

D.A.Disp. 4/28/1914 The Seattle Halibut sch. "Montana"
burned to waters edge off Baranof Id. on Sun Apr. 26th
her crew of 15 men are all safe at Sitka.

D.A.Disp. 5/2/1914 says eng. backfire at about 13:00 on
Apr. 27th caused fire off Cape Omaney. Crew took to the
boats and had to row to Sitka. The boat cost \$11,000.
to build three years ago.

MONTANA

No. 90501

Old Str. on Seattle-
Nome run. PCSSCo.

1. No picts.

M.D. 12/16/50

Was a sister ship to the old Coastal Str. "Umatilla"
Frank H. Howard, (Now Supt. engineer of American Mail Line
was a watertender on the "Montana" the night the "Jeanie"
rammed the "Dix" Capt. 'Foghorn' Rilley was master.

Built 1872 at Port Huron, Mich. 22 man crew; 500 h.p.
1535 gross; 1382 net; 236.3' x 36.5' x 14

MONTARA

No. 80808

Album #3.

Large steel frt.

1. Port nearly broad, swinging to mooring buoy. G

DAILY ALASKA DISPATCH Aug. 28, 1911 says "~~Montara~~ Montara"
of Pacific Coast S.S.Co., Capt C.C.Moore, was in Juneau
today from Nome.

Built 1881 at Chester, Pa. as the str. "Willamette"
2562 gross; 1695 net; 315.6' x 39.2' x 21.8' 1600 h.p.
2/6/1907 Skagway paper says she was to come to Skagway in
1907 as a unit of P.C.S.S.Co.

D.A.Disp. 8/29/1905 Reported captured by the Japs along
with the str. "Centennial"

MONTE CARLO

New Eng. Fish Sch.

1954

1. Claims to have reached North Mag. pole Album 44; pp.6.

MONTECELLO

Old Am. bark
Sitka 1869

Registered at Sitka 2/23/69 Capt. J. Potts; 314.45 tons.

XXX

Album  . 20

MONTE CERVANTES

Large German steamship.

1.

From astern, capsized, showing both screws.
Wrecked in Beagle Canal off Ushia, Argentina on
Feb. 19, 1930. All were saved by other ships but
the skipper who traditionally went down with his
ship.

Album (26)

MONTE CRISTO
MONTE CRISTO

No. 92382

Old Wet-ass

(1) Port qtr. at old Skagway dock.

Built 1891 at Ballard, Wn. 187 gross; 126 net;
90.2' x 24.1' x 3.9' 100 n.h.p.

Stikine River Wet-ass ----1898 She operated as far north in S.E. Alaska as Skagway but never found her way to the Yukon country.

Prior to coming north she served a short period on the Olympia-Shelton run.

9/17/'98 she arr. at Wrangell from Glenora on Stikine.

F.W.NEWS 7/20/98 At Wrangell, Capt. Frank Murray.

K.M.J. 7/27/1901 says she arr Ketch. from Wrangell enroute to the Skeena

MONTEREY

Lg. liner (Matson)

1. No pict.

See card on "MATSONIA" Some of the info. pertains to
this vessel. The MATSONIA (ex-MALOLO) was the first
of the name.

May be operated by American-President Lines in Trans-Pacific trade routes according to Pres. Geo. Killion who has been conferring with the Maritime Comm. (M.D. 1/15/'49)

M.D. 1/7/1956 Old "Monterey", which has seen service in Matson's prewar Australia run and as a wartime trooper, may finally be pulled out of layup, reconverted and returned to active duty. At least this seems likely, for despite a high price tag, interest in the pending sale of the vessel is running strong with more than one line indicating int. The Maritime Adm. will sell her to highest bidder, who must agree to spend at least ten million for reconversion. Minimum bid as is hits in area of \$2,550,000. arrived at by MARAD based upon depreciation of the ship from Aug. 6, '52 when it was purchased from the Matson Nav. Co.

Sale was authorized by Congress under special law which expires Feb. 9, 1956. Has speed of 20 knots and is 613' long and 18,000 tons.

MONTEREY

2nd of Name.

1. Many good picts. in S&S and Marine Engineering after 1957 (Dec. 1956---on) See card on her sister ship the New "MARIPOSA" Both are former Mariner class ships converted in Portland. See card on MATSON LINES.

INFO. on New Matson liner. BOOK 45; pp 22-23

P.C.A. 5

MONTEREY

P.C.A. 4

Jack Westfalls

Album 25

1. Port broad at Auk Bay dock. Fishing derby.
2. Stbd. broad at boat harbor float. Juneau.
3. Stbd. broad, crossing Channel from Union Oil dock.
4. Set of four showing her on rocks at Aaron Id.
5. Two enlargements of best two mentioned in line above.
6. Set of four more on Aaron Id. (E. Westfalls)
7. On N.C.Co. ways being copper-painted. (Set of 3)
8. Port broad July 4. 1948 Juneau with "Atlanta"
9. FOR SALE See page 60 in June 1937 P.M.B.
10. 3 ~~vs~~ on rocks in Thorne Bay July 1954 (PCA--7)

Story of purchase---see Book 30, Page 75

3/8/1940/6 Jack Anderson of Seldovia adds the fast ex-subchaser "Monterey" to his fleet (the "Princess Pat") and will use her on runs out of Seldovia. She is equipped with two 65 h.p. Atlas Imperial diesel engines and cruises close to 11 knots.

6/12/1947/8 Jack Westfall brings his "Monterey" to Juneau

6/30/1947/3 Aground on Aaron Island at 12:45 yesterday.

MONTEREY

Old U.S. Coast defense
From Lewis & Dryden

1. Port broad, still in stream. Pat~~ter~~ened after old
Civil war ship "Monitor"

MONTEREY

Very old U.S.S.
Battleship 1898

1. Pict. and info.

Album 43; pp. 11.

MONTSERRAT

Old steam sailing ship
From Lewis & Dryden

1. Port broad, speed. Drawing. (620 neg.)

British collier, lost somewhere off Cape Flattery in 1894. Name came up among others in story of old barnacle encrusted binnacle found 50 miles N.W. of Cape by trawler "Blanco" in June, 1949.

Book 32
Album 7

MOONLIGHT MAID

No. 127018

A. T. S. F-T-P

Ex USS "WASP"

1. Port broad, speed, P. Sd. as A.T.S. G.
2. Port bow, being burned for scrap. (Mag. cuts-2)
3. Stbd. broad, " " " " " "
4. Port broad as old "U.S.S. Wasp"

Built 1894 as the steam yacht "Columbia" Later became
the U.S.Navy's "Wasp" then sold and renamed "Columbia"
and later sold again and renamed "Moonlight Maid"

380 Gross: 190 Net: 189' x 23' x 14.6' 1800 h.p. steam.

HISTORY IN BOOK 35; Page 48

Story of burning; Book 37; page 28

MOONLITE

Steel Steam Schooner.

1952 tons, was bought in 1922 by the Pacific S.S.Co.
In 1924 she was re-engined with twin screws and two
McIntosh & Seymour diesels totalling 1000 h.p. and was
renamed the "Admiral Peary. Sold to Mexican owners in
1934

MOOSEHEAD

Maine coast pass. str.

1. Colored post card. (Bar Hbr. Me.) Book 33; p. 22.

MORAN

~~Steam Whaler.~~

Unit of American Pacific Whaling fleet.

See article Red Scrap Book No. 36. Page 1.

MORAVIA BRIDGE

Steel steam schooners of the P.C.

Lyman

Built 1919

3283 tons, was sold by the Shipping Board in 1925 or 1926 to the Matson Navigation Co. of S.F., who re-named her the "Mana". The Matson Line put her under Honduran registry during our neutrality period in 1940, without change of ownership.

NORCOM

Yukon River steamer

1. No picts.

See "Evelyn" Built 1908 at Seattle 508 tons; Wrecked
on the Tanana and a new hull built. Passed to Canadian
interests in 1913 and renamed #Evelyn" Was on the ways
at Hootalinqua in 1944.

MORENGEN

Album (22)

Med Hal. schooner.

1. Port broad, in Ketchikan Harbor.

D.A.Disp. 10/9/1915 pp.8; Picked up in Stephens Passage off Portland Island by the "St Nicholas" which was returning from Berner's Bay, and towed to Juneau. The "Morengen" had a broken tail-shaft.

D.A.Disp. 7/19/1919 pp.4; "Morengen", Capt. Pete Fleming hit the rocks at Whitestone Narrows on Fri. July, 11. and was damaged. She refloated and was taken to Sitka for repairs.

Emp. 12/1/1922/8 Petersburg halibut sch. "Morengen" is long over-due and feared lost. Last seen Nov 5th at Yakutat. Capt. Wenderhaugy and 5 men in crew.

MORGAN CITY

No. 90884
Old Alaska steamer
Juneau 1898

1. No picts.

4/27/98 paper says she was due in Juneau on Apr. 28th
and that after this trip she would be placed on the Seattle
to St Michael run.

Built 1876 at Wilmington, Del. 2303 gross; 1738 net;
281' x 38.1' x 20.1'

ALASKAN (Sitka) 5/7/98 Str. "M.G." of Ladue-Yukon Trans. Co
(Gold Pick Line) arr. Sitka May 2, from Seattle with 140
pass. and frt. for Cook's Inlet and Copper River

Album 15

MORLEN

Steel steam schooner

1. Port broad, slow near West Point. as ATS.

SOME INFO. IN BOOK 35; Page 30

MORMACLAND

PHP. 2.
Book 29.

C-3 Frt.
Moore-McCormick

1. Port bow, slow, city skyline. (Porthole)
2. Port broad, at sea, VG. (Magazine cut)

MORMACMAIL

Moore*McCormack Lines

1.

M.D. Aug. 31, 1957---Rescued 56 persons from burning Swedish ship "LaPlata" off coast of Brazil recently. Arr. N.Y. this week. Capt. S.S.Pardoe.

At. 16:07 Capt. says "arrived on scene and found the "LaPlata's" midsection ablaze. She was doomed. Ten pass. incl. 5 women and 2 kids and 46 crewmen were in lifeboats and a motorboat about 1000 yds. away. Some of pass. could not come up rope ladders. Couldn't launch our own lifeboats acct. sea, so finally used accommodation ladder. All made it safely including an elderly pass. who was in panic, made our ship safely."

Entire rescue operation took only 3 hours. Survivors landed in Rio de Janeiro.

MORMACRAY

Moore-McCormick S.S.
"Pacific Explorer"

1. No picts.
2. VG porthole pict.

(PHP--4)

Nick Bez venture. See Book 36; Pages 32-46-47
MORE INFO. BOOK 35; Page 30
MORE INFO. BOOK 35.

MORNING STAR

Album 15.

Small Sd. Pass. str.

1. Port, broad, still in stream, no background. VG

This may have been same vessel as one of this name operating Nome to Golovin Bay in Aug. 20, 1900. NOME NEWS that date says she 'already had 75 pass. booked for trip.'

12/21/1907 NOME NUGGET says 'ex missionary str.' "M.S." was sold out of service and private owners were planning to use her commercially between Seattle and Ketchikan.

D.A.Disp. 3/28/1908 says she was again to be run to Alaska by a religious group. Capt. A.A.Moore, commanding.

D.A.Disp. 11/11/1915 pp.8. "Morning Star" of Frank Waterhouse & Co. was an ex Mission str. in the South Seas. R.L.Stevenson rode on her.

XXX

Album 16.

Book 31

MORRO CASTLE

Large passenger str.

Album 25.

Ward Lines.

1. Port, broad, after burning, being assisted by tugs.
2. Stbd. near broad, in burned condition, afloat,
high. 3/14/35
3. News paper clipping showing her on fire--ashore.
4. Port broad, burning near shore, crowd. (Mag. cut)
5. Stbd. broad, burned near shore, crowd. (Mag. cut)

Burned in Sept.1934 Loss of 134 lives.
Story of burning Envelope No. 9. also in Envelope No. 14.
Hero of tragedy jailed for murder in 1954. Book 39, pp.12
The account previously in Env. 14 is now in (N.B.23;pp 107)

V.G. Story with plots. MALE Jan. 1960 pp. 16.

1. Stbd. bow, only with others on ways. (Mag. cut)
2. 3 VG of her burning at Funter Bay 6/15/55 (PCA--7)

MOSES TAYLOR

Old P.C. steamer

1869

She probably operated between Portland, Ore. and S.F. in 1869 at least as she is mentioned as taking Wm. H. Seward and party from Portland to S.F. Sept. 14, 1869 (See card on WM. H. SEWARD (The man.)

Book 31

MOSHULU

Book 29

Sailing ship

1. Passing under ~~Barlard~~ bridge before completion.
(Magazine cut)
2. Painting, sails set, port broad, near ice. (Mag. cut)
3. Port broad, sails, painting. (Mag. cut)
4. Stern view of her and "Monongehela" A/s (PCA--7)
5. PICT. BOOK 32; pp 57

NOTE Have seen name spelled "Moshula" and "
"Moshulu"

Built at Port Glasgow, Scotland in 1904

For many years she was anchored in Eagle Harbor and when her owners the Nelson S.S. interests went into bankruptcy she was sold to Finnish interests who fitted her out for service. Used as a storage ship by the Germans in World War II and later swept ashore in Norwegian waters. Refloated and put up for sale. Recently she has been sold to Stockholm, Sweden interests to be used as a wheat barge.

More in 1947 DIARY Page. Jan. 18

M.D. 4/2/'49

Diary Page. Jan. 27.

MOSNES

Norwegian Motorship

1. See Porthole Pict. and information under "Dagmar Salen"

MOTOR PRINCESS

Old Can. M.S.

1. V.G. Info. pp. 6, Book 44.

MOTOR PRINCESS

Canadian ferry

1. Info. only (Sold-- 1955) Album 43.
2. More good info. Album 44; pp. 6.
3. PICT. Info. BOOK 45; pp 3.

MOUNT BAKER

Album 4.

Lg. Wooden St. Sch.

1. Stbd. bow, slow, towline showing, flag on hull. VG

Built by Supple & Ballin at Portland, Ore. in 1918
308' x 44' x 26'

MORE INFO. BOOK 36; . Page 14

MOUNT BLANC

French Freighter
War I

1. No picts.

See story in 'Halifax Disaster' Large envelopes. No. 4.

Book 31

P.C.A. 4.

MOUNT EDGECOMB

Bureau of Braves
ex FS 46

1. Stbd. broad, at Engrs. dock, Juneau.
2. Port bow, at Japonski floats. Also story and pict.
of Ben See. From Dec. P.M.B. mag.
3. Picts and story of radar installation. Sept '51
PMB page 25

Advertised for Sale.

(NOTE BOOK No. 1. pp 84-87)

MOUNT MCKINLEY

Album 1. P.C.A. 1.

Alaska S. S. Co.

Album 25.

Ex "Santa Ana"

1. Port, broad, speed, barren hills colse back. VG
2. Stbd. bow, coming into Juneau Hbr. P.C.A. 1.
3. Port, bow, coming into Juneau dock. P.C.A. 1. VG
4. Bow view laying A/S. "Aleutian" at Northland dock
"Wanderer" leaving float also in pict. P.C.A. 1.
5. Port near broad, from beach side, Unimak Pass
6. Port qtr. distance of same wreck pict.

Was to have been named "ILLIAMNA" (NOTE BOOK 1. pp 34)

Involved in a collision with the oil tanker "Agwiworld" in Juan de Fuca Str. off Ediz Hook, during fog. 7/18/'38

7/18/1938 Collided today with the tanker "Agwiworld" in fog off Ediz Hook at 07:43 today. 153 pass. Capt. Art Rynning. Damage slight, no one hurt. Forest fire smoke caused poor visibility

12/14/1940/6 Tore out number of piling in docking at Juneau today.

4/21/1941 "Mt McKinley" aground in Wrangell Narrows for 11 hours on Sat. night---from 23:30 on. Capt. Art Rynning and has 190 pass. on board. C.G. "Hemlock" helped her to refloat and escorted her to Juneau.

4/21/1941/8 "Mt. McKinley" inspected here (Juneau) by Capts Clark and Newmarker and diver Bill Rice. Found O.K. and proceeds West.

3/12/1942 "Mt. McKinley" is hard aground in Unimak Pass.

3/13/1942 Abandoned to salvagers; pass. & crew taken off. Either she or the "Baranof" was to have been name "Illiamna" in 1936. (NOTE BOOK No. 1. page 10)

(2)

MOUNT MCKINLEY

Alaska S. S. Co.

A many named ship, the "Santa Louisa"---built by Wm. Cramp & Sons of Philadelphia. Launched in 1918 under the house flag of the Panama Mail S.S.Co. Later she came under Grace Line control and was renamed "El Salvador" Re-acquired by Panama Mail, her name was changed back to "Santa Ana" Then, when purchased by A.S.S.Co. in 1936, she was renamed "Mount McKinley" In 1942, while running from the Jap attack on Dutch Hbr. she ran aground and was lost near Scotch Cap in Unimak Pass. (The P.Sd. M. Historical Soc. now has her ships bell---presented by Robt. Roy Bruce, who sailed with A.S.S.Co. from 1900 to 1946 as a Chief Eng.)

XXX

Album 10.

Album 23.

MOUNTAINEER

Album 20.

Old steam tug.

1. Port, broad, slow in stream, towline out. VG
2. Stbd. broad, nearly flat on her side, half out of water. As W.T. & B. Co. tug. Album ~~11~~.
3. Stbd. broad, working in old Everett Harbor.

MOYIE

Last B.C. st.w.

1. Makes final run. BOOK 44; pp 44.

M. R. CHESSMAN

Astoria-Megler ferry

1. VG. colored post card.

(PCA-10)

Canadian tug.
Ex. "Annacis"

1. As rebuilt from old "Annacis" (Book 33; Page 33)
2. Stbd. broad, slow. (Porthole)

History and info. Book 37; page 71

P.C.A. ⑥

MT 336

Engineers MT tug.

① Stbd. bow, a/s ST 382 at Engrs. fingers, Juneau.

Book 29

MTL 951

ATS MT.tug.
Cycloidal prop.

1. 6 views of her manouvering Book 29 Page. 47
2. 3 views of her out of the water showing new cycloidal propellers. Page 48 in Book 29

1. Equipped with cycloidal propellers of the variable pitch type the tug does merry-go-round turns without fore and aft movement.
2. Zig-zagging like a toy ship on a string, she demonstrates her maneuverability
3. Begins an acceleration test from a dead stop.
4. Travelling at 9.6 knots she comes to a crash stop within 75 ft. in 7 secs.
5. Making a right angle turn to port at high speed is just one of the maneuvers possible with cycloidal propellers.
6. A wide wake is left as the test tug travels full speed astern. Full maneuverability is maintained at all astern speeds with cycloidal prop. propulsion.

M.D. Sept. 1946

MT. ROYAL

Skeena River str.

1907

Hit by a squall, swung into rocks on the Skeena River and
sunk. 6 persons drowned; Became a total wreck. 7/10/1907
The Stikine River str. "Hazelton" was taken down to replace
her.

MUKILTEO

Old P. Sd. tug.

M.D. 7/1/1967-- (Letter) The tug MUKILTEO, pictured on your June x, 1967 issue, was built at Mukilteo, Wash. in 1907. She later belonged to the Charles Nelson Co., and after that company was reorganized about 1936 she was acquired by the Union Oil Co. of Calif., with her home port at Los Angeles.

She ~~foundered~~ Oct. 12, 1948, off the Corcovado Rock on the west coast of Costa Rica, though I have no idea what she was doing there.

John Lyman 5310 Rayburn Court
Wash. D.C. 20031

MUKILTEO

~~Pacific Coast Wooden Steam Schooners.~~

~~Lyman.~~

1230 tons, built 1915 at Raymond, Wash. by Andrew Peterson for the Chas Nelson Co. of S.F.

Carried 1050-M ft.

Powered with 850 triple ex. steam.

Owned by Nelson Co. until their vessel assets were liquidated in 1936 when she was listed as sold to Russian interests. (Lyman thinks she was not sold but was later broken up at Antioch, Calif. in 1937.

Never sailed under Russian ownership but was scrapped at Antioch about 1926

MULBERRY

P.C.A. ②

Net tender.
(Claw-hammer boat)

- ①. Set of 4. showing "166" and "382" manouvering her to D.D.
- ②. Set of 3 being spotted in D.D.
- ③. Bow view, dry in D.D.

2/24/1947/8 Navy LSM-388 towed the AM-27 ("Mulberry" to
D.D. in Juneau.

MULTNOMAH

No. 91765

Old stern-wheeler.

Album 14.

Album 23.

Book 29

1. Stbd. broad, at old dock with other ships. VG
"Fairhaven" "State of Washington" "Marguerite"
2. At old Olympia, Wn. wharf with other old ships.
3. Port broad, churning water. (Magazine cut)
4. At Percival's old dock in Olympia, Wn. (Book 33; p34)

Had been sunk in collision with "Iroquois" ferry.

Oct. 27, 1911.

In 1897 she caused a lot of excitement by sinking in Olympia Harbor. She was raised and soon back in service.

On another occasion she raised some commotion when she raced the "State of Washington" from Olympia to Tacoma for \$500.00 winning by three minutes.

MORE INFO. BOOK 36; Page 31

Build 1885 at East Portland, Ore. 312 gross; 278 net; 143' x 28' x 5.5'. Brought to the Sound from the Col. Riv. in 1889 by the Wilby Navigation Co. In 1903 and 1904 she was operated by Capt. H.H. McDonald. The Willey Nav. Co. sold her to O & Tacoma Nav. Co. in 1904 (Sept.). In Nov. 1904 she collided with the French ship "Admiral Decelle" in Tacoma Hbr. and sustained a badly wrecked house. In 1911 (Oct. 27.) she was sunk in a collision with the ferry "Iroquois"-----No lives were lost.

MULTNOMAH

Pacific Coast Wooden Steam Schooners

Lyman

969 tons, built, 1912 by St. Helens Shipbuilding Co. at Sauvie Island, Ore. for management of parent concern, McCormick Lmbr. Co.

Was fitted for passengers and also carried a million ft. of lumber.

Had 800 h. p. triple expansion eng.

Out of registry about 1930

Was scrapped on the Columbia River about 1929 after becoming waterlogged.

She was adrift, disabled on Aug. 9, 1921 with 20 men on board---about the same time as the old "Alaska" piled up on Blunts Reef. She was towed in to port next day.

PHP 2

MUNCASTER CASTLE

C.-3 cargo
Castle Liner

1. Port near broad, speed, Port Hole Piet.

Wartime built 0-3 hull recently converted escort carrier, having new superstructure and cargo handling gear. (Cargocaire)

492' long with a service speed of 17 knots.

She made her initial voyage to S.F. and Pacific N.W. early in July 1948 and her agents in the U.S. are the Olympic S.S.Co. of L.A. Calif.

She has been named for a pre-war ship of the same name lost during the War through enemy action.

XXX

MUNINDIES

Album 16.

Large freighter.

1. Port, nearly broad, aft. slight list, aground on sand bar.

Book 29

MURIEL

Old Wooden St. Schooner

1. Stbd. bow only showing at L. Wash. Sh. Yds. (Mag. cut)

MURIEL

Pacific Coast Wooden Steam Schooners

Lyman

Was a sister to the "Donna Lane" except that she had Scandia-Pacific diesel engines. Completed in 1920 by the J.H.Price Construction Co. of Houghton, Wn. and owned by the Muriel Motorship Corp of Seattle until 1925. when she was sold to the Col. River Smoked Fish Co. and renamed the "Z.R.3."

In 1939, while laid up in Lake Union she was bought by H.J.Emard of Anchorage, Alaska, who resold her in Aug. 1941 to Canadian owners.

In 1942 she found unseaworthy and was reported as sunk in Oyster Bay, B.C. for a breakwater.

PHP--②

MURMANSK

Old U.S.S. Cruiser "Milwaukee"

①. Port bow. (Porthole Pict.)

Built by the Todd Shipyards in Tacoma, Wn. and launched May 24, 1921. She was officially commissioned U.S.S. "Milwaukee" in 1923. 7500 tons and 506' long.

Her predecessor of the same name was swept ashore on Samoa Beach, Calif. in 1917 and totally wrecked.

She made trial runs on Puget Sound and in the Strait of Juan de Fuca where she set a new world's record for speed for vessels over 1300 tons. Adm. J.B. Robinson and Capt. John Bolong, well known master mariner were among the guests of honor on her trial run, on Maritime Day, May 22, 1923. She clocked 36.10 knots, using only 100,000 of her 105,000 h.p.

Lend leased to the Russians she spent four years with them as the "Murmansk" and was recently returned to the U.S. at an East coast port (M.D. 4/16/'49) where she will be stripped and scrapped. She was returned in a deplorable condition and it was believed that many thousands of cockroaches and rats would be losing their home before she was stripped at the engraving dock.

PCA 6

MURRE II

F.W.S. Power-barge

1. Stbd. bow a/s "Brown Bear" in Juneau Boat Harbor.

MUSKOKA

Album (6.)

British four-master.

(1.) Port, broad, under sail at sea, swell on bow. G.

MUTUAL

P.C. Album (1).

Cannery tender.
Fidalgo Id. Pkg. Co.

(1) Port broad, towing scow a/s Pillar Bay.

MYRNA LOY

East coast trawler

Story of sinking and 'Radar rescue' Book 37; page 50

MYRTLE E WILSON

Lg. Diesel tug.

1. No pict. Oct. 15, 1949

July 9, '49 M.D. says new Alaska barge line to start this month under name of Anchorage Trans. Co. Will tow barges from Piers 50 and 51. Harold Knight is general manager and C.V.McIntosh is port engineer.

MYRTLE FOSS

Album 13.

Foss L. & T. Co.
Small diesel tug.

1. Stbd. broad, speed, Lake Union canal. VG

Ex "Kingfisher"

MYRTLE H

Yukon River steamer

1. No picts.

Was a small screw steamer operated out of Nome in 1898

MYSTERY

American sealing sch.

Info. Page 24 in Book 37;

MYSTIC

Album 12.

Small old steam tug

1. Port, bow, a/s "Oscar B" at pier; Seattle.

VG

P.H.B. (Bight of the Line) Mind the green deckhand on the old tug "Mystic" who tied up to the city dock with slip lines fore and aft and snubbed the lines tight at low tide then went to bed. He nearly drowned when the tide came in and capsized the tug.----

Built 1891 at Eagle Hbr. Wn. 27 gross; 13 net.
47.8' x 15' x 6.5' Sound towing. Dismantled in 1922