

**Alaska State Library
Historical Collections**

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

General Marine Files

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NABESNA

A.S.S.Co. frt.

1.

Emp. 10/28/1925/6 "Nabesna" rams Ketchikan Wharf Co. dock.
Has herd of live reindeer and had stopped there to get
water for them. Engines failed to reverse.

This name was to have been given to one of the two Grace
line vessels purchased by A.S.S.Co. in 1936 ("Baranof"
or "Mt McKinley") (NOTE BOOK No.1. pp 10)

NADEN

Canadian training sch.

1. No picts.

Some 1956 info. on her.

(Book 44; pp. 33)

Book 33.

NADINA

A.S.S.Co. liberty ship

1. Port broad, at dock. Deckload of gill-net boats.

Some info. etc. (NOTE BOOK No. 1. pp 3)

NAHA

P.C.A. 4

P.C.A. 5

Small yacht

Haugen-Forsythe

1 Stbd. broad, on Northern Commercial ways.

2 Port broad at ferry float, Juneau. 1948

NAKEEN

Book 29

Steam tug.

1. Stbd. broad. hull being built at Lake Wn. Yards.

NAN B

Old cannery tender

Log camp tender

1. 4 picts. of her sunk in Eliza Hbr. Jan.'56 (PCA--7)

NANAIMO CHIEF

Canadian tug.

1.. Port broad, slow. (Mag. cut) (Book 33; page 31;32)

Unit of Nanaimo Towing Ltd. a subsidiary of Straits Towing, Ltd.

Senior vessel of Nanaimo Towing Co. fleet is powered with a Caterpillar Model D-397 Marine Eng. of 400 h.p. at 1200 r.p.m.

She set a new record in the Class "B" Maritime Day Race in Seattle May 22, 1954, finishing 400 yds. ahead of the nearest competitor and recording 14.2 knots over the $2\frac{1}{2}$ mi. course.

110' x 18' x 11' and carries a 7 man crew. Has a towing capacity of 48 sections.

Skipped for the race by Capt. J.B. McGee, a senior capt. of the Co.

NANAIMO CHIEF

Canadian tug.

1. VG porthole pict.

(PHP--4)

Book 32

NANCY MORAN

Moran Co. N.Y.

1. Stbd. near broad, speed. (Mag. cut)

NANKING

Passenger steamship

Ex "Congress"

Later "Emma Alexander"

1. Picts of her as the "Congress" and "Emma Alexander"

See reverse side of card on "Emma Alexander" also on
"Congress"

NANNA

Old Swedish bark--
Juneau 1892

1. No picts.

May 27, 1893 ALASKA MINING RECORD says 'it is nearly a year since the Swedish bark "Nanna" came to Juneau with 1070 tons of coal from Newcastle New South Wales.

"Nanna" Swedish Bark, Capt. P.L.Pahlsson, arr. Juneau on June 24th, 1892 with 1070 tons of coal from New Castle, New South Wales. She is the first large sailing ship ever to come to Juneau Hbr. From J.C.M.R.
6/30/1892

J.C.M.R. 8/11/1892 says the Swedish bark "Nanna" was towed out into Stephens Passage by the "City of Topeka"

NANN SMITH

Pacific Coast Wooden Steam Schooners

Lyman.

2009 tons; built at Newport News, 1907 and was s
sister to the "George W. Fenwick." Owned until 1916 by
the C.A. Smith Lumber Co. and drops from registry in 1917

Arctic fur trader
Swenson Co.

1. No picts.
2. Two picts. one fairly good.

Used in filming the motion picture "The Eskimo" Most of the shots were taken on Wrangell Island off the Siberian Coast. The "Nanuk" had been sold to Metro-Goldwyn-Mayer converted into a full-rigged ship and used in filming 'Mutiny on the Bounty' and 'Treasure Island'

M.D. Dec. 30, 1950

NARADA

Album 11.

Cannery tender.

1. Stbd. broad, speed at sea.

VG

NASUTLIN

Yukon River steamer

1. No picts.

Built 1912 at Whitehorse; 405 tons; Made a trip to the White River in 1941. Was still operating out of Whitehorse in 1944.

Empire: 10/22/1920 The str. "Nasutlin" of the American-Yukon Nav. Co. struck a rock near the Little Salmon River and sunk on Wed. 20th. Oct. without loss of life It is thought she may become a total loss.

NATCHEZ

Miss. River str.

1. VG account of her race with the "Robert E. Lee"
(Note Book 23; pp 52)

PCA 6.

NAUTILUS

Lg. sailing yacht.

1. (2) picts. same. Stbd. broad at Newtown float.

NAVAJO

Steel Steam Schooners of the Pacific Coast.

Lyman

2755 tons, carrying 1600-M ft. completed by the Craig yard in 1911.

Was fitted with accommodations for 30 persons which brought her gross tonnage above the GENERAL HUBBARD. but she was with that vessel in hull dimensions and engines

She was operated by Swayne & Hoyt for her owners, the Western Steam Nav. Co. of S.F. until 1916 when she was sold to F.W.Croll of Chicago.

In 1917 she was resold to the Navajo S.S.Co. of N.Y. and was destroyed by fire later that year in the Atlantic.

NAVARRO

No 130370

Old Alaska steamer

Juneau 1898

1. No picts.

5/4/98 papers said she would depart from Juneau from the
Peoples Wharf to Seattle on May 5th 1898

Built 1887 at S.F. 424 gross; 259 net; 50 N.H.P. 165 IHP
126' x 32' x 10.4'

NAVARRO

Wooden Steam Schooners of the Pacific Coast

Lyman.

232 tons, built 1887 at S.F. by Alex Hay for R.G. Byxbee of that port.

Carried 300-M ft. lumber, and had 165 h.p. compound steam engine built by Hinckley, Spiers & Hayes. of S.F.

1894 to R.G.Ray

1895 to W.A.Mitchell

1897 to Beadle S.S.Co.

1903 to Calif. & Ore. Coast S.S.Co.

1907 to Hobbs, Wall & Co.

She drops from the registry in 1914

NAVY TUG NO. 52

P.C.A. 6

1 Stbd. near broad, laid up in Lake Union.

NAVY VESSELS

All types.

1. USS "Alamo" Attack transport (7) (PCA-10)
2. See card on "DESTROYERS", ETC.

BOOK 31

N.B. SCOFIELD

Calif. Fish & Game

1. Half-bredth plan. (Mag. cut) V.G. BOOK 31; pp 90

Launched early in 1939 from the yards of the San Diego Marine Constuction Co. of San Diego, Calif. for the Calif. Fish and Game Comm. Bureau of Marine Fisheries. Designed by Geo. H. Wayland of S.F. and skippered by Capt. Lars Wesetch formerly commander of the "Albacore" which is to be sold by the State.

100'6" x 23'6" x 10'10"

Powered with a 350 h.p. diesel (supercharged) and has two 110 h.p. Buda diesel auxiliaries, each directly connected to 40 kw generators. Also has 4 F.M. pumps. Set of Exide batteries storing 300 amps. Her shaft is tobin bronze.

Cruising range of about 6000 miles and carries 10,700 gallons fuel and 3000 gals. fresh water.

Equiped with 18' power boat with 50 h.p. Universal and an 18' seine skiff.

N. D. TOBY

Album 12.

Small old gas tug.

1. Stbd. broad, speed.

VG

NEBRASKA

U.S.S. Battleship

1. Info. on First and only battleship launched at Seattle
up to 1953. pp. 48; Book 41.

NECANICUM

Pacific Coast Wooden Steam Schooners

Lyman

752 tons, built 1912 by the Hammond Lmbr. Co. at the Bendixson, yards, Fairhaven, Calif.

Had 450 h.p. triple ex. steam

Carried 830-M ft. of lumber.

1918 to James H. Owen S.F.

1919 to Brookings Comm. Co. of Marshfield, Ore.

1924 to Cal. and Ore. Lmber Co.

1928 to A.F.Mahony of S.F.

She has been owned recently by Robert E Brook of S.F.

NEHALEM

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

632 tons, built 1910, by J.H.Price in the Bendixsen yards at Fairhaven, Calif. and owned for a couple years by the Hammond Lmbr. Co.

Carried 800-M ft. and had 400 h.p. compound eng.

Sold about 1912 to Hicks-Hauptman Lmbr. Co. and managed by McCormick S'S.Co.

1917 acquired by Pacific Mercantile Marine Co. S.F.

1924 " " " G.E.Billings & Co. S.F.

1926 came under ownership of Crosby Fisheries of Seattle and was scrapped on Puget Sound in 1937.

Album (26)

NELLIE

Old Wet-ass
Lewis & Dryden

1. Stbd. bow a/s another old wet-ass at Brown's wharf
early Seattle.

She operated on the Olympia-Shelton run at one time.

NELLIE MARTIN

No. 18687

Old Alaska sch.
Juneau 1888

J.C.M.R. 10/25/1888 Sch. "Nellie Martin", now being repaired on the beach at Juneau has a varied history. Built 1857 at Port Orchard, Wn. for one Mr. Fitzpatrick, and named the "I.I.Stevens" in honor of the then Gov. of the Washington Territory. She traded to the Frazer River until 1858 then was sold to British interests and renamed the "Nanaimo Packet" They used her in the fur trade on the B.C.Coast. In the fall of 1873 she violated customs laws and was chased by a British gunboat. She ran down the Gulf of Georgia and into U.S. wat waters where her Capt. beached her on Fidalgo Island. He removed everything that water might ruin then scuttled her just below the highwater mark. He then went to Port Townsend for assistance and a U.S. cutter went to his relief. The vessel was floated, towed to Port Townsend and sold for \$114.00. She was then named the "Nellie Martin" by her new owners.

J.C.M.R. 1/24/1889 Sch. "Nellie Martin", wrecked about a year ago on the South end of Douglas Island, and which

has laid on the beach for several months, was later towed to Juneau and repaired. She is as good as new now.

Built 1871 at Seattle, Wn. and later passed to Canadian owners to become the "Nanaimo Packet". Later back to American owners and old name replaced. 16 gross; 15 net
41.7' x 14.6' x 4.9'

NELSON

Old Gold Rush Steamer

"Charles Nelson"

1. No pict.

ALASKA MINING RECORD says Dec. 18, 1901 marked the end of the last trip of the S.S. "Nelson" of the Pacific Coast ~~Nat~~ S.S.Co. on the Alaska run. She was passed to the Kruse Line of Seattle and to be used on the Seattle-S.F. run. Believe this refers to the "Charles Nelson"

NELSON

Old wet-ass
Lewis & Dryden

1. Port broad, still. On Kootenai Lake.

NEMAHA

C.G.C. 125' class.

1. No pict.

2. Pict. as "SEA MONARCH II" PWB. Oct. 1955, pp. 29.

M.D. 1/29/'49 says ex U.S. cutter was recently sold by Wm. M. Jones, well known in Wash. and Alaska fishing circles, to British Columbian interests. She will be converted to a yacht and used in B.C. and Alaskan waters.

NENANA

Yukon River str.

1. Pict. and info. (For sale) Album 43; pp. 6.
2. More info. Album 44; pp. 23--30
3. VG. picts. (A.S. Dec. '57 pp 22.) Also good story
4. VG picts. info. (S & S Summer '59 pp 20)
5. VG pict. info. "Last Voyage" (PWB Sept. 1959 pp 20.)
6. VG picts. info. "END OF THE LINE" by Mike Bradner in
A.S. Oct. 1963 pp 20.

Last st-w. of A.R.R. to be sold. (NOTE BOOK 1. pp 23)
May settle at Fairbanks--attraction. (N.B. 21; pp 136)

Album 28

NENANA

Yukon River steamer

1. No picts.

2. Port qtr. pushing barge on Yukon

Successor to the first vessel of the name. Owned by the
Alaska Railroad and still operating in 1945

NENANA

Yukon River steamer

1. No picts.

First str. of the name; built at Fairbanks

NEPTUNE

Album 5.
Album 23

Small old Frt. Pass.

1. Stbd. broad, bow near houses on sand beach. G
2. Stbd. broad, near a village, unidentified vessel anchored near by.

Built 1897 at Ballard as a Pass. str. (ferry) From
1900 to 1909 she was owned by the Kildahl Pkg. Co. of
Petersburg, Alaska. Taken back to the Sound in 1909 and
lengthened to 118' x 26.6' x 6.6'

She burned in 1914 on the West side of Whidby Island.

P.C.A. ⑥

NEPTUNE

Halibut---~~Mail~~-boat.

①. Stbd. broad, at dock in Ketchikan.

2/ Fair pict. only in Album 48; pp. 10.

Book 32

NEPTUNE

Album 7

~~Alphabet~~

P. Sd. Tug and Barge

PHP. 2

1. Stbd. broad, still, in stream as P.S.T.B. tug. VG
2. Port, broad, speed, Seattle waterfront as P.S.T. VG.
3. Stbd. broad, still, Seattle Hbr. (Porthole)
4. Stbd. qtr. a/s S.S. "Victoria" Lake Union (Mag. cut)
5. ~~Port broad, Seattle Hbr.~~

MORE INFO. BOOK 36; Pages 14-50
See pict. and info. P. 10. June 1937 P.M.B.

Renamed "Wedell Foss" 1947 or 1948

Powered with a 1050 h.p. Fairbanks Morse diesel she
cruises at 13 knots. In 1939 she won the Maritime
Day tug boat race on Elliot Bay with the runner up
the American Tug Boat Co.'s "Peter"

Came in a close second in the race in May, 1949 being
outrun only by the 1500 h.p. Navy tug "Tatnuk"

She was commanded by Capt. C. A. Rose in the races.

Built in 1904 at Baltimore, Md. as the "Neptune" Sold
to Public Health Dept. at New Orleans in 1906 and trans-
ferred to S.F. in 1919---with her name changed to "R.M.
Woodward" Passed to Carey-Davis (P.Sd. T.&B.) 1937.
Steam engines replaced by 1050 F.M. and name changed back
to "Neptune" in 1938. 188 Gross; 127 net; 109 x 23 x 11.2

NEPTUNE

PHP. 2.

Album 27

1948 P.S.T.&.B. Co.

Lg. steel tug.

1. Port near broad, Seattle skyline. (Porthole)
2. Stbd. broad, speed; Seattle waterfront.
3. Port broad, " " " " " " "

Lost off the mouth of the Columbia River Nov. 16 1948 after she had collided with the drifting "Herald of the Morning" which had broken adrift from the tug "Sea Fox" Kelly Sprague, Master and 10 others were saved. Martin Pearson, one of her crew died of a heart attack when he was rescued from the water.

The vessel is an ex Moran Co. tug and was 29 years old. She was the "Thomas E Moran"

MORE IN 1947 DIARY Page. Jan. 25.

11/16/1948 11 crewmen taken off the "Neptune" sinking
in storm off the Columbia River bar.

NEPTUNE

No. 67391

Old barge used in
Alaska trade 1902

1. No picts.

Built 1898 at Elkton, Md. 352 gross and 352 net;

NEPTUNE

Cable ship
1955

1. Pict. and info.

Album 43.

2. VG porthole pict.

(PHP--4)

NEPTUNE

New (1956) P.T.&.B.

1. VG. pict. and info. on launching. (PWB-Sept. '56;pp 19)
2. VG Cover pict. on Nov. 1956 PWB
3. Full pict. and info. Nov. 1956 PWB. pp 13 --on.
4. VG. full info. and Pict. Apr. 1957 MARINE ENGINEERING
(page 36-B)
5. Christened; (N.B. 21p pp 44)
6. VG. Pict. just launched, info. (N.B. 21; pp 52.)
More pict. and info. (N.B. 21; pp 59 and 60.)
7. VG. pict. (N.B. 21; pp 88.)
8. VG At Juneau 1958 (PCA-10)

NEPTUNE

Cannery tender
Fish packer.

1. Stbd. broad; Juneau; 1957

(PCA-10)

Capt. Duke Short in 1957

NEREUS

P.C.A. ④.

Sub. Mother ship.

- ①. Set of four picts anchored in Juneau Harbor with
subs a/s.

8/21/1947/8 USS sub tender and 4 subs. (Chub, Cabeyon,
Caimon, and Boarfish) arr Juneau for short stay.

NESHOBEE

Steel steam schooners of the P.C.

Lyman

Built 1920

3283 tons, was the 118th vessel built at Newark by the Submarine Boat Co. for the Shipping Board. In 1927 she became the "Point Gorda" of Swayne & Hoyt, and 10 years the Coast Miller of the Coastwise Line of Portland.

With the completion of yhe 118th hull, the Shipping Board ordered that the last 32 on the original contract be cancelled, although the materials had been completed and were in storage. To the Submarine Boat Co. this looked like a golden opportunity. Inconnection with the submarine construction interests of the parent corporation, the Submarine Boat Company had various agents in foreign countries, and one of these came forward with a proposition from the Italian government to buy 18 vessels, with a probability of 10 more; while a shipyard in Palermo offered to buy the materials for the same.

(over)

remaining 4, to be assembled in Sicily. The Submarine Boat Co., therefore, began negotiations with the Shipping Board, which ended with the Submarine Boat Co. owning the Newark Shipyard and the 32 knocked-down hulls. By this time the fall in shipping prices had set in, and the Italian government dropped out of the picture. The Submarine Boat Company nevertheless went ahead and completed the 32, giving them the most atrocious names ever inflicted upon a group of American ships.

They were operated by the building corporation, first first to Cuba later to Europe, the Gulf and the West Coast Coast. In 1925 the Submarines Boat Corporation and Electric Boat Co. were separated, and in 1929 Submarine Boat went into receivership. The fleet was sold to the Dollar interests of S.F. for \$400,000 for the 26 remaining vessels, which had cost in the neighborhood of \$25,000,000 to build. Some went into service in the Portland-California and Admiral Lines,, while others were scrapped.

NESTOR

Cowlitz & Columbia
River boat.

1. No picts.

M.D. 6/23/1956---The reunion this year will honor the sternwheeler "Nestor" which spent the major part of her 27 year life on the Cowlitz River.

Built 1902 at Catlin, Wash., by Capt. C.P. Stayton and Ostrander Railway & Timber Co. and named for Stayton's son Nestor. Was small as sternwheelers go, but this was a definite advantage for the shallow waters of the Cowlitz. Her hull was only 82' long and her tonnage 97 gross.

Burned wood for fuel and is most remembered for the enormous stacks of cordwood carried on her bow. Converted to oil in 1925 after she burned and was rebuilt at Ranier, Ore. About 1903 her ownership changed to Columbia & Cowlitz River Trans. Co. owned jointly by Milton Smith and Ostrander Ry. & Tmbr. Co. In 1925 her ownership again changed and Milton Smith acquired full ownership.

Her first Capt. was C.P. Stayton and among succeeding skippers was Wilbur Smith, Milton's son. She enjoyed the reputation of being the training ship where the boys were separated from the men..

NEVA

PAF Floating can-
nery.

1.

See file card under FLOATING CANNERIES, FACTORY SHIPS, ETC.

NEVA

Old Russian Exp. ship
Lisianski's.

L. No picts.

Good story in large foulder drawer. Envelope No. 4.

D.A.Disp. 2/10/1915 pp.4; C.F.Stagger, the marine diver, has received a WarDept. permit to salvage the gold from the old Russian sloop-of-war "Neva" wrecked near Cape Edgecumbe about 60 yrs. ago. Reported to have had about \$200,000. in gold on her. Work is to start about May,1st.

Book 33

NEVADAN

New AM.-HAWAIIAN Liner.
(Freighter)

1. Stbd. broad, speed. From air. (Mag. cut)
2. Pict. taken in 1953. Book 41; pp 7.

Pict. in M.D. under 'HIGH TIDE' Nov. 3, 1951

NEVADAN

New C-4

Am.-Haw. S.S.Co.

1. Pict. and info.

Album 43.

NEWARK

Yukon River craft

1. No picts.

Known to have operated on the River in 1900

NEWBERN

Old steamship
1869

ALASKA TIMES (Sitka) 7/16/1869 She left Sitka on 14th with a party of Sitka people for the celebrated Redoubt Fisheries Station of the A.R.I.Co. Capt. W. Freeman, Jr. commanding.

ALASKA TIMES (Sitka) 10/16/1869 She was built in Brooklyn N.Y. in 1862 as the "United States", but when purchased by the Navy Dept. in the early 'part of the rebellion' her name was changed to "Newbern" She was 200' long and 948 tons register (old measurement) Turned over to the Qtr.-master Dept. in Sept 1868 and Capt. Freeman took command. She started for the Pacific Coast in Dec. 1868. Her officers were: 1st Off. Mr. Gibbs; 2nd, J.H. Douglass; Chief Eng. Geo. Faron; 1st Assist. Geo C. Castel; 2nd Assist. John Doyle and Mr. H. Cross was Steward. Made a trip to Kodiak etc. in Sept. 69. (10/16/'69

Album #3.

NEWBURG

No. 130779

Wooden Steam Sch.

1. Port broad at lumber dock loading.

Vg.

Was ashore Sept. 3, 1904 near Fort Pt. Calif. Refloated.
Built 1898 at S.F., Calif. 450 gross; 333 net; 17 crew.
158.5' x 34' x 11.9' 350 h.p.

NEW ENGLAND

Album 14.

Old steam halibuter.

1. Stbd. bow, at New England Fish Co. dock; Canada. VG
2. Stbd. broad, laid up at old pier in Lake Union. VG

Built in 1897 at Camden, N.J. 230 gross 70 net;
121' x 23.8' x 12' Owned all her life by the New England
Fish Co. Used for years as an escort vessel for river
boats going to the Yukon---as well as a dory fisherman.
She also escorted the Moran fleet of ships.. Her old
hull was still in Lake Union in 1945. She had been
dismantled in 1939. 230 gross; 70 net; 121'x23.8'x 12'
Emp. 1/3/1924/2 N.E.F.Co. "New England lost her prop. in
Sumner Strait near Boulder Pt. several days ago. Her
Mate rowed to Petersburg and got the C.G. cutters "Smith"
and "Cygan" to tow her to Ketchikan.

NEWINGTON

Album 11.

Small steel frt.

1. Stbd. bow, at dock; Steam tug "Faultless" outside.G

Emp. 3/15/1926/8 The Canadian Elghthouse tender "Newington" stood by while the U.S.C.G. "Unalga" pulled the "Boxer" off White Cliff Island.

Purchased by Straits Towing Co. (N.B. 21; pp 49.)

NEWPORT

No. 130056
Steamer of the old
ALASKA Pac. Nav. Co.

1. No picts.

A.R.M. 3/31/1900 pp.5 Str. "Newport", Capt. H.M. Whitney, ran aground in Tongass Narrows on Mar. 27th. After being refloated she completed her run only as far as Sitka, then returned to Seattle as her Capt. did not want to cross the Gulf until the damages to her bottom could be definitely ascertained.

A.R.M. 3/31/1900 pp.7 Capt. Whitney was to relieve Capt. J.C. Downing on the "Excelsior", who was being retired, because of ill health.

D.A.Disp. 11/5/1900 pp.4; Str. "Newport" arrived in Juneau bound for S.F. via Mary Island where she will leave 90 pairs of live foxes for the new fox farm to be started will be located.

Unit of the Alaska Pacific Navigation Co. which started
in the Alaska service in 1904

She was later replaced by the S.S. "Dora"

DAILY ALASKAN (Skagway) July, 1901 says the Str. "Newport"

Capt. Zimro S Moore hit a rock in the entrance to Lituya
Bay on July, 3, 1901. Refloated and able to proceed.

She was again ashore in Cold Bay Jan. 12, 1904 during a
severe gale and was still grounded on Jan. 26, 1904

Oct. 1902 she broke a tail-shaft in the Gulf of Alaska
and was adrift for many days. She was under sail and making
little headway when picked up by the str. "Excelsior" and
towed to Valdez.

Built 1875 at S.F. Calif. 331 gross; 206 net;
133.5' x 25.5' x 9.9'

MORE INFO. BOOK 36; Page 2

Arr. Juneau from Westward 5/4/1901 with 75 pass.
VALDEZ NEWS 7/13/1901 add to Lituya Bay: beached inside
harbor and listed wrong to repair port bow so had to be
listed other way next day. Off on 5th and proceeded to
Valdez.

(2)

NEWPORT

Old Wooden st.sch.
Alaska 1902

D.A.Disp. 11/15/1902 She was reported to have wrecked...
Emp. 4/25/1927/6 Jinx ship "Newport" rammed and sunk the
S.F. Bay ferry "Golden Gate" in a fog last night. Her
60 pass and all crew taken off by the "Newport" She
is called a 'jinx ship' because of the number of acciden-
she has been in.

NEWPORT

No. 130179
Old steam-ship
(May have come to
Alaska)

1. No picts.

Built 1880 at Chester, Pa. 2735 gross; 1806 net;
326' x 38.2' x 23.9' 2100 N.H.P.

(NOTE: There was a ship of this name working to Alaska around the turn of the century as a unit of the old Pacific (Alaska Pacific Nav. Co.) Believe the other vessel I have a card on is the correct one though)

NEW RACKET

Old Yukon River str.
1889

10/19/'89 ALASKAN (Sitka) says A.C.Co. str. hit a reef and sank--St. Michael to Yukon River. Later raised, then towed to St. Michael by old Rev. "Bear" She had on board, material for a steam sawmill at Anvik.

ALASKAN (Sitka) 7/5/'90 again^s mentions her on the Yukon that year, as unit of A.C.Co.

PICTURE (Lg. G.S.File under YUKON RIVER STEAMERS

NEW RACKET

Yukon River steamer

1. No picts.

Built 1922 at S.F. by the Alaska Commercial Co. and taken
to St. Michael that same year.

NEWSBOY

ON. 130396
Wooden steam sch.

1. No picts.

2. Good pict. pp. 11, S&S Fall 1955. Also info.

Built 1888 at. S.F. Calif. 121.5' x 31' x 9.2'
208 gross; 150 net: Wrecked on the Humbolt Bay Bar on
Mar. 31, 1906. Carried a crew 19 and had 169 h.p. steam

NEW YORK

Yukon River craft

1. No picts.

Was possibly a barge. Known to have been on the main
River in 1901

NEW ZEALAND VICTORY

Victory ship. '56

1. Picts. at A.J.Dock 1956

(PCA-10)

Arrived at Juneau sawmill dock early July 23, 1956 to
load lumber for Korea.

NEZ PERCE

New Col. River tug.

1. Good pict. on Cover of Apr. '53 P.W.B.

Some info. Page. 3, Apr. '53 P.W.B.

NIAGRA

Lg. Br. SS. 1940

L. VG. acct. of her hitting mine, etc. (N.B. 23; pp 121)

NICHIRYU MARU

Jap. S.S.

1. Info. (Largest wheat cargo)

Album 43.

NICHOLAS THAYER

No. 18554

Bark

A.P.A. 1901

1. No picts.

Built 1868 at Thomaston, Me. 584 gross; 555 net;
138.9' x 31' x 12.3'

ALASKAN (Sitka) 8/29/'91 says she arrived At S.F. from Kodiak with 136 fishermen, who struck because the cannery would not take all their fish.

FAIRBANKS DAILY TIMES Sept. 4, 1906 carries story of "Ida May" passing drifting spar off Kodiak Island believed to be from the bark "Nicholas Thayer" which left Seattle for Seward last Feb. with a cargo of lumber for the Kenai Lumber Co. and just never got there.

D.A.Disp. 4/28/1906 says "Oregon" arr Seattle today and reported sighting wreckage near Seward, which could be from the missing bark---"NiakThayer" long overdue on trip Seattle to Seward.

D.A.Disp. 9/13/1906 says the Str. "Jeanie" reports that the "Nicholas Thayer" crossed her bow in a gale near Seal Rocks on Apr. 6, 1906---probably the day she went to her doom.
Long overdue in Gulf of Alaska. (NOTE BOOK 27; pp 123)

NICKNAW

Album (24).

Sm. Seward boat.

"NIKA NAH"

(1) Burning off the dock in Seward.

Check Empire Aug. 18, 1938 for details of a Mission vessel that was built this year and passed thru' Juneau.

Emp. 8/18/1938/2 Mission yacht "Nika Nah" 66' arr. J.
headed out West..

7/22/1939/2 Mission boat "Nika Nah" \$65,000 boat burns
at Seward. Four men blown from pilot house but luckily
none seriously injured.

Book 33

NIELS NIELSEN

Seattle built frtr.

1. Port near broad, sketch.

8800 ton vessel under Capt. D.G. Dietrichson ran into a storm 220 miles West of Cape Flattery on Nov. 27, 1916. She was one of a fleet of 7 steel 8800 ton frtrs. built by Skinner & Eddy Corp. for the acct. of B. Stolt-Nielsen of Norway and was the first ship built in Seattle for any foreign interests. Left with a crew of 40 hardy norsemen.

During heighth of storm she lost her propeller and drifted helplessly towards the Vancouver Id. shore. Several rescue ships including the steam tug "Goliah" rushed to her rescue. The "Goliah" reached her at 15:00 on the 29th and succeeded in getting a line on her---she was then only about 20 miles off the rocks having drifted an average of 25 miles a day. They passed in at Cape Flattery on Dec. 2 and proceeded to Victoria, B.C. Later the ship was taken to Seattle and another wheel put on her. She was under charter to the Jao firm of Mitsui & Co and had 20,000 bales of cotton, 3000 tons of spelter and zinc, wire, and other War supplies for Russia.

M.D. 10/30/'50

- 1 Stbd. broad, in stream; flags. (Mag cut)
- 2 Port bow at her Rotterdam pier. (Mag. cut)
3. Stbd. bow; Tugs assisting. V.G. Cover Oct. '51 S.&S.

36,667 ton Dutch ocean liner.

1. Stbd. broad, speed, sails set. (Magazine cut)

Emp. 3/5/1926/6 "Nigalik" built for work in the Arctic.
72' x 22' etc...

NIKOBAR

Fast frt. 1954

1. Pict. and info.

Book 42; pp. 20.

Unit of East Asiatic Co.

NILE

Album 10.

Book 29

Diesel tug.

1. Port, broad, speed, P. Sd. scenery.

VG

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

3. At Ketchikan 1958

(PCA-10)

Built 1917 at Bellingham, Wn. Sold to Dan Lewis of Everett 1937. Steam replaced by 240 F.M. in 1940. Chartered to Seims-Drake at Sitka in 1942 and taken over by C.B.s in 1943. Returned to Sound after War II and still in operation in 1950

NIMROD

Album 9.

Waterman T.B. Co.
Small diesel tug.

1. Port bow, speed, racing "Ben Hur"

G

NINA

Old Swedish bark
1892

Stopped at Sitka 6/18/'92 to pick up a pilot to take her
to Juneau.

NING CHOW

Unit of C.P.Nav. Co.

1901

"Princess May"

1. No picts.

Launched 1889 from the yards of Hawthorne & Leslie at Newcastle on Tyne, as the "Smith" Two years later went into the Oriental trade and renamed "Arthur" Was on the Shanghai-Formosa run with her sister ship the "Cass" (later "Wo Ning") On the run for about 5 years then went under British registry again during the Sino-Jap War. Later became the "Ning Chow" Was idle 3 yrs prior to sale in 1901 to B.F.N. Co. Was overhauled at Hong Kong Was to be used on the Vancouver, B.C. to Skagway run. 1394 gross, 765 net; 250' x 24' x 18' Could do 16 knots Had two sets of triple expansion engines, 3 cyls. each 19, 30, and 50 inches by 33" stroke. 100# pressure per sq. in. 1400 h.p.

See card on Princess May"

NING CHOW

Some kind of sm.
str. that ran to
Skagway during '98

1. No picts.

Not to be confused with the "Ning Chow" purchased by the
C.P.Nav. Co. in 1901 which is a totally different ship.

NIPSIC

Album 6.

Old U.S. Rev. Cutter.

1.

Stbd. broad at anchor near low trees.

G.

Built 1873 in Wash. D.C. she was steam powered and bark rigged. 839 h.p. and cruised at 10.70 knots. She was of 1375 tons displacement and registered at 615 tons. 185' x 35' x 14.3' Used early in European station and later on the Pacific Coast

A coal burner she had a capacity of 132 tons in her bunkers.

Good history in Book 37; page 64.

NIPPON MARU

Jap. full rigged
ship. 1955

1. Pict. and info. Album 43.
2. VG Pict. Coming into Seattle. (PCA-10)
3. PICT. Info. BOOK 45; pp 31.

NITINAT

B.C. intercoastal pass
motorship. Tug.

1. No picts.

M.D. 9/1/1956---- The former intercoastal pass. ship, MS "Nitinat", will be converted into a towboat by her new owners, M.R.Cliff Tugboat Co., Ltd., of Van. B.C. Recently purchased from Alum num Co. of Canada, Ltd. who used her to carry const action workers between Kemano, and Kitimat for several years.

Recently the 107' vessel has been idle in Coal Harbor.

M.R.Cliff, spokesmen say they will eventually replace her 320 h.p. (Atlas-Imperial) with a more powerful engine.

Crews qtrs. will be remodled to provide three staterooms.

Built 1939 at Star Shipyards in New Westminster, she was especially designed for rugged winter service in northern B.C. waters. Was a patrol vessel for Dept. of Fisheries.

She hauled frt. for Marine Express from 1947 to 1951, when Alcan fitted her with accommodations for 50 pass.

Enters third role--now as a tug. PWB Nov.'56 pp 6

VG Info. (N.B. 21; pp 65.)

NIZINA

Yukon River wet-ass

1. Port near broad at river bank. (P.55; Feb.'52 S.&.S)

Good story on Yukon River strs. in SHIPS & SAILING Feb. '52
Pages 52 to 56

No 136740
Steel.

BHP ①

NIZINA

Lake type freighter
A.S.S.Co. "Eureka"
ex "Ketchikan"

①. Stbd. bow as "Eureka" (Porthole)

Built 1899 at Lorain, Ohio as the ore carrier
"Eureka" 2373 gross; 1679 net; 900 h.p. steam.
237.5' x 42' x 23.4'

(See story in Large index)

NOKOMIS

4-masted schooner

1. Port broad; at anchor. (P.39; Oct.'51 SHIPS & SAILING

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

NOMAD

Schooner

1. No picts. in 1950

Was a 4-master built by Hall Bros. at Port Blakely for their own account, in 1896. In the summer of 1897, she sailed from P. Sd. for China with a lumber cargo. After a smart passage across she delivered her cargo and sailed from Shanghai Dec. 6, 1897

Months passed and no word from her. Then came a message saying the vessel's capsized and battered hull had drifted ashore on the northeast coast of Hawaii. All on board had perished, including Capt. J. W. McAllep the master, his eldest son Weston C. and his daughter, Miss Helen A. all of Seattle.

M.D. 7/17/'48

Story of wreck; Book 37; page 43

NOME CITY

Book 29

Wood. st. schooner

1. Stbd. bow, backing away; Good. (Magazine cut)
Fair pict. of her in ice near Nome May, 1900 in Museum
Library (See SOUVENIRS of NOME by E.A.HEGG)

NOME CITY

Pacific Coast Wooden Steam Schooners

Lyman

939 tons; built 1900 by the Bendixsen Shipbuilding Co. at Fairhaven, Calif. for W.A. Mitchell, of S.F.

Had a 1000 h.p. triple expansion engine built by the United Engineering Wks. and carried 1100-M ft. lumber

Taken over in 1902 by Geo D. Gray and in 1904 by the Calif & Ore. Coast S.S.Co. and in 1912 by the Charles Nelson Co.

Sold to Russian owners in 1937 Was never taken over by the Russians but was scrapped at Antioch abo t 1926

SEE ADJACENT FILE CARD ON 'GOLD RUSH STR.'

NOME CITY

Album 2.

Gold Rush Pass.

1. Stbd. bow. crowd, backing away from dock. G

SEE CARD ON STEAM SCHOONER OF THAT NAME----This vessel
may be one and the same.

Capt. Z.S.Moore arrived Nome with 446 pass. 6/23/1903

Was in Juneau, Alaska Feb. 7, 1903

Built 1900 at Fairhaven, Cal. Used on the Nome run for three years then cut down as a lumber schooner by the Charles Nelson Co. of S.F. Calif. Was out of use in 1931
939 gross; 597 net; 230' x 38' x 16.2' 225 h.p steam.

NOOTKA

Album 1

P.C.A. 4

Album 22

Canadian Medium Frt.

1. Port bow, at dock; British American Paint sign. G
2. Stbd. broad, in B.C. waters.
3. Port broad, Stikine Strait.
4. Latest (1954) info. Book 42; pp 40.

7/29/1947 "Nootka" beached after hitting rocks in Quatsino Sound and cargo is being removed. She is a 2069 ton C.P.R. steamer. Towed to Quatsino. Capt. Melville Jack and 35 crew are O.K.
 3/16/1950/6 "Nootka" is aground on Walkem Island in fog. Near Chatham Pt. Capt. Chas. Robson. 3500 Gross tons. Expected to refloat in about 6 hours.

9/23/1939 One man in blast off Guard Id. dies.

3100 deadweight ton vessel, similian to U.S. built World War I steel steam schooners was built for traffic on the Great Lakes but commenced her career on the Canadian East Coast in 1919. Was recently sold to Peruvian interests. M.D. Aug. 19, 1950

9/20/1939 Explosion on Can. str. "Nootka" off Guard Id. today. 3 seamen injured. No. 4 hatch blown off. Returns to Ketchikan and Ketch. Fire boat standing by. Has load of coal from B.C. ports to Skagway.

M.D. ???

M.D. Jan 21, 1950. Retired after 23 yrs. with CPR. 2069 ton ship on Queen Charlotte run past several years. Began her career as the "Emperor" of Port McNellie on the Great Lakes. Launched at Port Arthur in 1919. Later she operated on East Coast under the name "Canadian Adventurer" before coming to the Pacific Coast. Admiralty court awarded \$71,000 to Pacific Salvage Co. for salvage claims. Based on value of ship and on a \$200,000 wood pulp cargo.

NOOTKA PRINCE

"Pomare"

See file card on "POMARE"

See pp 36 in PWB. July 1959

More in Lg. G.S. File under CANADIAN TUGS.

NORA

Yukon River steamer

1. No picts.

Built 1898 on Lake Bennett for the Bennett Lake and Klondyke Nav. Co. Dismantled and made into a barge in 1903 Owned by Klondyke Corp. Ltd. along with "Ora", "Dora" & "Flora"

Capt. John Greer formerly on the "Yukoner" was to run her 4/18/1901

9/6/1901 she made a 'neat' passage through the right channel at 5-Finger Rapids (On 5th) the first time this has been done by a steamer this season. Capt. Greer says this is safer than using the cable in the left channel

NORCO

208718 VG

Album 4.
Album 23

Northland Trans. Co.
Small steam sch.

1. Stbd. broad, at Seattle Pier under Northland colors.
2. Two views , stbd. bow, on beach back of U.S.Gov't dock, Juneau. 1. P.C. Album.
3. Showing damage to stem and forefoot as result of ramming iceberg in Taku Inlet. 1931 P.C. Album 1.
4. Port bow; iced, coming into dock, Ketchikan.

Formerly "Tillamook"

Built at North Bend, Ore. 1911. 615 gross; 479 net.
150.3' x 28' x 16.2' Wood. 400 h.p. 14 crew.
Hit an ice-berg at 22;00 a short way out of Petersburg.
Leaking, but made Petersburg and then proceeded south.
Had 116,000 pounds of fish on board for N.E.F.Co. to
Vancouver, B.C. Accident occurred Oct. 18, 1929

Marine Digest May, 22, '48 says "Tillamook" originally about the size of the "Bellingham", was literally cut in half and 32' added amidships. She replaced the "Bellingham" as the second unit of the N.Trans. Co. founded in 1923 by Wm. Semar.

She burned at Tamgas Hbr., Alaska Oct. 8, 1944 while under command of Capt. Butts (Gene's dad)

More on card "Tillamook" under Pacific Coast Wooden Steam Schooners.

Emp. 11/10/1926/6 'Halibut sch' "Norco" hit rocks near Ketch. and beached, later refloated and temporary repairs made to hull and propeller and to go to Seattle.

Emp. 11/19/1926/6 M.S. "Norco" of N.T.Co. which was forced to beach herself on Pennock Island last week because of a broken tail-shaft, has been refloated and is at Ketch for temp. repairs. \$100,000. fish cargo saved.....

NORCO

Unit of N.T.Co.

2/10/1931/7 Refloated today. Had hit an ice-berg off
Thane early Mon. morning the 9th and had to be beached
on Willoughby flats behind the Government Wharf.

NORDANGER

Nor. M.S. 1954

1. (Info. only.)

Album 43.

Norwegian M.S. loading out pulp at Ketdihkan.
(NOTE BOOK No. 1. pp 60)

NORDBY

Halibut boat

1. A/s others; Juneau; Iced. (Seine-type) (PCA--7)

NORDICA

Small Govt. str.

Haines 1902

1. No picts.

She was used at St. Michael by the Army in 1898 and in 1901 was sent to Haines for further duty.

Little 45' str. brought down from the Westward on a str. was unloaded at Skagway for the Haines Army Post.

NORDIC MAID

Ex. ATS F.S. (115')
Twin 320 Atlas.

1. Pict. only pp. 47; Book ~~IX~~. 41.
2. At Ketchikan 1958 (PCA-10)

NORENE

Album 10.

Diesel tug.

1. Stbd. broad, slow in Seattle waterfront.

VG

- ①. Stbd. broad on N.C.Co. ways
- ②. Port bow on N.C.Co. ways--being launched.
3. Stbd. bow at city float in 1927 (First Album)

Built 1918 at Tacoma, Wn. Gross 28: Net 19
47.6' x 13.7' x 6.4' Had 45 h.p. gas engine in 1928
Repowered later with a 75 h.p. Atlas Diesel

Emp. 3/31/1935 Donald Church, 23, passed away at St. Anns
Hosp., the second of two men to die from coal gas fumes
aboard the halibuter Norland here.

8/1/1938 "Norland" brings in 7# ambergris from off Cape
Suckling. Spotted by crewman Carl Swanson. Crew to
share in prize which brings \$50.00 per ounce...

7/20/1939/8 Betty Ann Lomen, canoeist, will fish as crew
on "Norland" this trip. Age 24, Capt. Tom Sandvik etc.

Book 30

NORMANDIE

Album 28

Lg. French Liner

Book 31.

"Lafayette"

1. Port, near broad, after righting: tugs; VG (Mag. cut)
2. 7 diff. views from launching to her end. VG. (Mag. cuts)
3. Stbd. broad, slow, New York skyline. Dec. 1937
4. Bow view, righted, being cut up for scrap. (Mag. cut)
5. VG pict. N.Y skyline, (S&S Summer 1958 pp 34)

Info. in Book 36; Page 16 More info. Pages 35--72
More info. in Book 30. Pages 3-4-5

Story of burning and sinking in Hudson River Feb. 9, 1942.
S&S Spring 1955 pp. 14.

NORMAN SUNDE

No. 130709
Old Alaska Sch.
1902

1. No picts.

Built 1896 at Poulsbo, Wn. 25 gross; 25 net;
47.8' x 16.5' x 6.1'

Owned by her master Capt. John Daniels and E.B.Dudden
and operated in 1902 by the Great Northern Fish Co.

She was wrecked on the rocks at Five Finger Id. during
a gale and snow-storm Jan. 10, 1902 Both men made shore.

Canadian Cruise Ship
Largest on Gt. Lakes.

1. Group of picts of her burning and after the fire had been extinguished. All newspaper and magazine clippings---taken from the following sources:
- Life Magazine
 - New York Sunday Times
 - Seattle P.I.

Fire started at 02:15 Sept. 17. Firemen were not called for 20 minutes and when they did arrive there was little they could do. By dawn the fire had died down and work of recovering unidentified bodies began. By noon on 18th there were 117 bodies in the Toronto morgue and over 60 more missing. 'Life' Mag. will cost owners (Canada S.S. Lines, Ltd.) \$2,150,000. to settle claims if their offer is accepted. Burned in 149 and 119 lost their lives. M.D. Mar. 8, 1952

Had a tumultuous career---For a few days in 1946 she roamed around the Detroit River as a ship without a port. Because of a seamen's strike, no harbor would accept her with her non-union crew. Had docked in Detroit June, 3 after a three day battle with striking seamen in the Welland Canal. Seamen lined the sides of the narrow canal and heaved bottles, rocks and other objects as the ship ran the blockade. By the time the battered "Noronic" made Detroit more than 100 portholes had been broken. She finally found a haven at Sarnia, Ontario.

On Aug. 15, 1943, the big vessel made news while ~~hundreds~~ of Detroiters enjoyed a cruise on Lake Superior. She had lost a propeller and the passengers had to be returned home on a chartered train.

She burned at Queens Quay in Toronto, Sept. 17, 1949 (See story in Red Record Book for 1949) ^{Law. 7/21/51 M.D.} asked court to limit liability to \$448,000. under admiralty filed in Fed. Court at Cleveland, Ohio. Can. S.S. Lines Ltd but 10 of those lost are included in the claims. Claims now total \$17,000,000. The disaster took 119 lives. All Damage claims against her growing out of her burning,

NORTH

Schooner in Alaska
1895

1. No picts.

She was in Juneau July 29, 1895 having returned from the
Westward (Turnagain Arm) with a party of 10 men.

NORTH

Halibut Schooner

1. A/s others at Juneau. Iced down

(PCA--7)

NORTH BEND

5-masted sailing ship
Sister ship to the
"K.V.Kruse"

1. No pict.
2. Good Stbd. bow, on Peacock Spit. P. 16; PMB. July 1937

Built in 1921 at North Bend, Ore. 981 gross; 847 net.
204.1' x 43' x 14.2'

Stranded on Peacock Spit at the mouth of the Columbia River in 1928 while returning from Australia. Later, she was refloated and converted into a fuel barge.

M.D. 10/30/'50

See 1947 DIARY Page Jan. 3.

Foundered Oct. 23, 1940 on the Coos Bay Bar.

See page 8; Nov. 1953 S.&S. for complete story on her grounding on Peacock Spit.

Emp. 1/5/1928.2 Sch. "North Bend" aground on Peacock Spit. during heavy fog.

NORTH BEND

PHP. 1.

Wooden steam schooner.

1. Port bow, at lumber dock. (Porthole)

1. Port stern, tugs, Brooklyn Bridge. (Mag. cut)

P.C.A. 5

NORTH COAST

Post Card Album 1.

Northland Trans. Co.

PHP. 1.

1. Stbd. broad, slow, Seattle waterfront. VG
2. Port bow, slow, in stream. (Porthole)
3. Port broad, slow, leaving Sitka; Eastern Channel

and all 7 crewmen were saved.

Marine Digest article May 22, 1948, on N.T.Co. states she was purchased early in 1938 from the Red D Line and was the ex-"Carabobo"

Made her initial voyage for N.T.Co. June, 1, 1938 and was requisitioned by the ATS Dec. 17, 1941. Returned to N.T.Co. who sold her in 1946 to Philippine interests and still in operation there in 1948.

MORE INFO. BOOK 36; Pages 35-36

1/19/1938/8 NTCO. "North Coast" ex "Carabobo" to run to Juneau early this spring.

8/26/1938 "North Coast" collided with Can. frt. "Coaster" off Pt. No. Point and picked up the 8 man crew of the "Coaster" when the 90' 140 ton vessel sank. Built in New Westminster, B.C. in 1916. No one hurt. 02:00 today;

9/17/1938/6 Capt. Andy Borkland, runs int 80 mile gale in Gulf and suffers damage. Hove too for several hrs.

10/8/1938 "North Coast" ran aground on Shelter Pt. near Cape Mudge, B.C. early today May be refloated at High tide today, at 16:00

11/10/1941/2 Collided with B.C. tug "Canada" in fog off Marrowstone Pt. at 04:53 yesterday. Tug sank and other tugs had to free tow cable from str. prop. Towing crib.

NORTH HAVEN

Album 4.

Northland Trans. Co
Frt. vessel.

1. Stbd. broad, speed, at sea. Northland colors. VG

Marine Digest article May, 22, 1948 on N.T.Co. says she was purchased by N.T.Co. during depression years and was the ex-"Perry Smithers", ex-"Eastern Gale"

Used by Gov't. during War to carry supplies to air-fields on Midway, Wake and Guam Islands. She was sold after the War to other interests.

4653 gross; 2981 net; 360.1' x 51.2' x 25.9' 30 crew
2800 h.p.

Built by the Uraga Drydock Co. in Japan in 1919 for the U.S. Shipping Board. Now flies the flag of Panama and is operated by the North Star Navigation Co. as a tramp, carrying freight all over the face of the globe.
M.D. Sept. 16, 1950
Chartered to Pan-Am. BOOK 44; pp 23.

NORTH HAVEN

Northland Trans. Co.
Steel st. sch. 1940.

1. Port bred, at Ketch. War paint. Album 28.

Chartered by P.A.A. 1935 (Book 44; pp. 23.)

NORTH KING

Str.--Unit of A.P.Assn.
1905.

D.A.Disp. 4/29/1905 says she made port at Sitka today in a sinking condition. Had run into storms on the way north and lost her deckload of frt. and stove in her windows,, etc.

P.C.A. (5)

NORTH KING

Sommers' power barge.

(1) Stbd. broad at Cole's wharf Juneau, Aug. 1948

7/31/1946/3 Refrigerated BSP. "North King", Capt. E.W.
Flemister, arr. Juneau.

Album #3.

NORTH KING.

Steel Frt. (large)

1. Stbd. broad, slow near docks in Seattle. G.
2. Sold for scrap BOOK 44; pp 42-52

NORTH KING

Album 11.

Old steam tug.

1. Stbd. bow, painted all white, towing sailing ship.G

No. 222653

Sold to Panamanian interests in 1940

There may have been two steam tugs of this name---as evidenced by the following info.

Built 1901 at Portland, Ore. (Probably owned by the Alaska-Portland Pkg. Co.) She was a short lived ship unless her name was changed. 80 gross; 40 net;

80' x 18' x 8.1'

NORTH PACIFIC

Album #3.

Lg. steel St. Sch.

1.

Port. nearly broad. loaded, slow in stream. F.

Marine Digest article on N.T.Co. May, 22, 1948 says she was the ex-"Iniskin", ex-"Doylestown" and was operated by N.T.Co. until sold to the Santa Ana S.S.Co. for operation in it's Kuskokwim River trade. Used during the last war by the Gov't. and then sold by the Santa Ana S.S.Co. to Panamanian interests and renamed the "Robert"

MORE INFO. BOOK 35; Page 26

Emp. 5/4/1938/6 Unit of N.T.Co., sold to Santa Ana S.S.Co and will run to the Kuskokwim. She is the ex"Doylestown" and was operated by the Iniskin Drilling Co., in carrying supplies to their operations in Alaska.

NORTH PACIFIC

Album 15.

Old side-wheeler.

Book 29

1. Stbd. broad, still, near old docks.

VG

2. Port broad, speed. (Magazine cut)

Built 1871 at Sacramento, Cal. Used until 1884 on Seattle
Victoria run. Made trips to Alaska in 1896. Lost on
Craver (?) Rock near Marrowstone Pt. Aug. 19, 1903 her
crew all being rescued by the tug "C.B. Smith"
488 gross; 345 net; 166.8' x 29' x 10.3'

Wrecked Aug. 19, 1903
According to old Juneau Papers she hit a floating obstruct-
ion off Marrowstone Point July 21, 1903 and sank with no
loss of life. Pass. and crew were all landed safely at
Fort Flagler.
More info. Book 37; pages 39 and 40

NORTH PACIFIC

Gannery tender

1. Pict. near Pt. Salisbury 1956.

(PCA-10)

NORTH PASS

Ex "Evolution"

1. Second vessel of the name built (rebuilt) for Jimmy Marks. (Juneau 9; pp. 43)

NORTH PASS

Original vessel of
name.

1. 4 good picts. of her being launched at Juneau Marine.
(PCA--7)

New Hoonah seiner--burns; ALBUM 30 pp 18

NORTH SEA

~~Ex-Admiral Peoples~~

- 5/14/1936 "North Sea", Capt. A.W. Nickerson and 140 pass. is aground on Pt. Marsh in Dixon's Entrance. All pass. being removed to shore in life-boats---early today. Later refloated and leaking badly and had to be beached behind Mexican Pt. C.G. "Alert" on the scene and the "Victoria" is due. Hit at 05:15 in fog. First message said "We're Sinking!"
- 5/15/1936 Pass. of "North Sea" are on the "Victoria" and the "North Sea" is at anchor in Hunter Bay---8 miles from where she hit. Pumps holding water. Will proceed under own power to Ketchikan, discharge cargo and head South.. She struck at 03:30 and sent message at 05:15
- 5/16/1936 "North Sea" arr. Ketchikan safely.
- 7/13/1936/6 "North Sea" swung into small boats moored at Upper City Float while departing today and damaged several of them including the "Leota"
- 8/18/1936 "North Sea" goes in D.D. at Seattle to repair several plates damaged when she hit a sand bar near Taku ~~8/18/1936~~, Inlet, Aug. 10, Mon. night. Was coming

to Juneau from Sitka. Struck and refloated at high
tide. Shoal Pt. (Middle Pt.)

8/21/1939/6 "North Sea" hit a rock in South Inian Pass
but was able to back off and proceed to Ketchikan where
the damage will be inspected. Capt. A.W.Nickerson.

P.C.A. 5. Book 32 NORTH SEA
Post Card Album 1.

Northland Trans. Co.

Post Card Album 3. Book 30

PCA-6

1. Port, broad, sea calm, speed. VG
2. Port bow, speed in Olga Straits.
3. Stern view on rocks, Seaforth Channel. Schallers.
4. Set of four views of her on rocks, " Album 25
5. Stbd. broad at Sitka.
6. Stbd. broad, at Pier. (Mag. cut)
7. Stbd. broad, on reef from the air. V.G (Mag. cut)
8. Stbd. near broad a year after she piled up.
9. Port broad, Ketch. War paint. Album 28.
10. Pict. of bow showing damage from shell fired at her
by Canadians. Album 28.

Marine Digest article on N.T.Co. May 22, 1948 states she was purchased in 1935 from the Portland-Calif. S.S.Co. and made her first trip in their service in the summer of 1935.

She was lost on Porter Reef. Seaforth Channel on the evening of Feb. 13, 1947

MORE INFO. BOOK 36; Page 35

PICTS. AND STORY IN BOOK 30; Pages 66 to 73

(2)

NORTH SEA

Northland Trans Co.

ex--Adm. Peoples"

Emp. 4/18/1935 "North Sea" formerly the "Adm. Peoples"
was making her first trip to Alaska for the N.T.Co.

SEE ALASKA SPORTSMAN Nov. 1955/ pp 11 for good recent pict.
of her on the rocks---abandoned.

Renamed from "Adm. Peoples." BOOK 44; pp 12-13

NORTH STAR

Yukon River steamer

1. No picts.

Built 1897 at St. Michael; 28 tons; Ended up on the
Koyukuk River.

Book 31

Album 5

Book 32

Album 22

P.C.A. 4

NORTH STAR

Book 29

Bureau of Indian Aff.

1. Stbd. bow, at Seattle Pier.
2. Port broad at Seward.
3. Stbd. broad, leaving Navy dock, Sitka.
4. Stbd. broad, leaving Navy dock, Sitka later.
5. Stbd. bow, at dock. (Magazine cut)
6. Port qtr. in Panama Canal Locks. (Mag. cut)
7. Port broad, speed. (Good Mag. cut)
8. Port broad at Lake Union pier 1951 loaded with
gill-net boats. (Mag. cut) Book 33; p. 28

More info. Book 33 P. 28

More info. Book 36 Page 35

40 men in crew---24 fishermen and 16 regular crewmen.

Went north early in June 1951 in her new role with

246' long.

space.

M.D. 4/14/51

Purchased early in 1951 by Wester Boat Co. of Tacoma
for \$108,000. and is being rebuilt as a 'mother ship'
for gill-netters in Bristol Bay. Will carry 8 gill-netters
Will also have a capacity of about 1200 tons of refrigerat

Powered with a 1525 h.p. McIntosh-Seymour diesel and has
3 50-~~watt~~ kilowatt Atlas generators.

Built in 1932 at the Berg Shipyards in Ballard for
the U.S. Bureau of Indian Affairs. Was christened by Miss
Elizabeth Pullen of Juneau with water from the Arctic
Ocean.

After 16 years of colorful service she will be placed
in retirement when she returns from her present trip from
the Arctic. (M.D. Sept. 25. 1948) She is being replaced
by the knot-ship type vessel "Coastal Rider" which has
recently been transferred from the Maritime Comm. The
"C.R." was built at Los Angeles in 1945 and has been op-
erated by the Santa Ana S.S.Co. until this transfer.

Had been used by Adm. Byrd as a supply ship on his
South Pole expedition.

Dec. 4, M. D. says she just returned from a trip to
Whittier where she delivered 1000 tons frt. for the
Alaska Railroad under charter from Indian Service. She
was commanded on the trip by Capt. Chas. Salenjus. Her
eventual disposition is still unknown.

Made 47 round trips to the Bering Sea. Served as flag-
ship for Byrd Exp. to S. Pole 1939 and 1940.

(2)

NORTH STAR

Old vessel of B of I.A

20. VG Stern qtr. view at Seattle. (PCA-10)

21. Escorted in by C.G. BOOK 44; pp 43.

- See PCA 134 for photos (India's note 6/9/98)

10/17/1939/6 Is in Boston, Mass. and ready to Join Byrd Antarctic Expedition.

11/14/1939/6 VG picture of new diesel in "North Star" 35' long, weighs 110 tons, 1525 h.p. and is longest diesel in an U.S. vessel. Chief Engineer Herman Sanwick

4/29/1940/6 "North Star" back from Antarctic and at Seatt

5/22/1941/2 C.G. takes over "North Star" at Boston, Mass.

9/1/1948/2 "North Star" to be replaced by Knot ship (C-1) "Coastal Rider" and is at present on her final voyage to the Arctic.

10/25/1948/2 Arr. Juneau today. Southbound; Capt. Charles Salenjus.

2/22/1949/4 To be replaced by "Coastal Rider"

2/3/1951 Old "North Star" up for sale.

S.P.I. (Don Page) Jan. 26, 1968---VG To begin new career in Mexico. (See in Lg. Brown envelopes (DON PAGE)

Book 33

NORTH STAR

ex "Coastal Rider"
Cl-M-AVl

1. Nearly bow on with another ship: at Engrs. Locks
Lake Union Pier.
2. Stbd. bow with tug pushing into pier. (Mag. cut)
3. Pict. and info. (Book 43;pp 12)
4. Pict. and info. (Lg. G.S.File under BUREAU OF INDIANS)

Built in Los Angeles

Built in 1945 and is of steel construction.

338' (O.A.) 320' (W.L.) x 50' x 18'

Powered with one single acting solid injection diesel eng. turning 180 r/p.m. 67,752 gals. portable water (fresh) 19,720 non-portable water. Will carry 32 passengers. crew of 40 including 17 on deck, 10 in eng. room, 12 in stewards dept. and 1 medical.

She grosses 3805 tons. and was transferred from the Maritime Comm. to the Native Service. She will carry three times as much freight as her predecessor the old wooden ship of that name.

She was operated by the Santa Ana S.S.Co. until being transferred to the Bureau of Braves.

Was to leave Seattle Mar. 18, 1950 on initial voyage for Indian Affairs. Alterations made at Todd Shipyards in Seattle.
Picketed at Seattle. (NOTE BOOK No. 1. pp 82)
3/23/1950/2 Due Juneau tomorrow on shake-down trip.
11/14/1951/3 Here. Capt. Chas. H. Salenjus

NORTH STAR

Sm. old Sd. fishing
and cannery tender--
steamer. Tug.

1. No picts.

Built in Seattle in 1899 and spent most of her life running between Puget Sd. and Alaska as a fishing steamer and cannery tender.

In 1928 she was dieselized and shortly afterwards her name was changed to "Queen City"

In more recent years she has been tied up in Lake Union. This summer (1951) the Olson Tug Boat Co. of Tacoma purchased her and changed her name to "Manzanita" She is being scrapped and painted while working on tow jobs.

M.D. Sept. 15, 1951

NORTHERN EXPRESS

Marine Exp. Lines.

Ex. U.S. sub-chaser.

Ex. USLHS "Rose"

1. Stbd. broad at dock. (Mag. cut.) P. 18 P.W.B. Oct. '52
2. History BOOK 35; pp 51

Story and info. Oct. 1952 Pacific Work Boat Journal.
Good info. pp. 4; Album 44.

This is the former old U.S. Lighthouse Service tender "ROSE"

Album (27)

NORTHERNER

Old Side-wheel ocean
steamer. (Lewis & Dry-)

1. Drawing of her wreck by a survivor.

Built in N.Y. in 1847 for the Charleston route, but came around to the Pacific in 1850 and was operated by the Pacific Mail on all the routes out of S.F.

Left S.F. 16:30 Jan. 4, 1860 for Col. River and P. Sd. ports. On Jan. 5, at 16:00 she bounced lightly off Blunt's Reef off Cape Mendocino. She began making water, and when about $3\frac{1}{2}$ miles N. of Cape Fortunas the chief Eng. called the Capt. and reported the fires would be out in a few minutes.. Capt. Chris Dall decided to beach her since he could not reach the Humboldt bar. (CONTINUE in Lewis & Dryden)

1858 she was rammed and damaged to the extent of \$5000. by the first tug on the Sound---the "Resolute"
This occurred off Dickensons Pt.

NORTHERN EXPRESS

Union S. S. Co.

1. Info. BOOK 44; pp 4.

NORTHERN LIGHT

No. 130789

Yukon River str.

1. No picts.

Built 1896 at St.Michael; 12 tons; Ended up on the
Koyukuk River.

Blue book says she was built at S.F. and used at St.Michae
18 gross; 10 net; 40' x 10' x 2.5'

NORTHERN LIGHT

Album 23.

Old wet-ass.

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

NORTHERN LIGHT

No. 226375

Book 29

Sailing yacht.
Bordens.

1. Port broad, speed, under full sail. (Mag. cut)
2. Port bow, anchored Juneau; (First Album)

Built 1927 at Oakland, Calif for John Borden.

247 Gross: 163 Net: 120.5' x 29.8' x 12.9'

Owned by John Borden of the Milk Co. and built for Arctic Exploration. Powered with two 120 h.p. F.M. diesels.

Emp. 1/18/1927 Borden's yacht "Northern Light" will be launched at Oakland tomorrow. Crew of 15 and Borden will be in command. Plans trip to Arctic.

NORTHERN LIGHT

APA sailing ship
"Star of Falkland"

1. No picts. (See "Star of Falkland")

ALASKAN (Sitka) 12/12/'91 as Whaling bark she arr. S.F.
on Dec. 5 from Arctic.

NORTHERN PRINCE

Canadian coaster

1. Pict. Info.

BOOK 45; pp 10

NORTHERN QUEEN

Ketchikan dragger.

1. At Northern Mach. Wks. dock Ketch. (PCA-10)

Ketchikan packer, dragger, seiner, in storm ALBUM 30.p63

Mr. & Mrs. Allen Strand came down to Astoria from Stanwood, Wash. to attend the 30th reunion of his Astoria High School class held at the Gearhart Hotel in July. This was the 4th one held by the class but the first he was able to attend.

Strand, who is owner of the NORTHERN QUEEN, lived in Alaska for many years and was in Astoria with his vessel during the 1959 tuna season.... (Astoria news 8/5/'64)

PHP 2.

NORTHERN VOYAGER

Album 12

P.C.A. 3.

ATCo.

Album 21

P.C.A. 4.

1. Port broad, on Rock Dump, nearly afloat.
2. Seven different views of her on A.J. dump, Juneau.
3. Port bow, speed in Stikine Strait.
4. Port broad, crossing channel, coming into dock.
5. Port broad, in Juneau Hbr. "Sailors Solice" also.
6. Stbd. bow, speed, from air. (Porthole)

Info. Book 36; Page 59

Aground on Rock Dump. See story Book 30. Page 53
2/25/1946/8 Arr. Juneau on maiden trip; 13:00 today with
no pass.

7/15/1946 Runs on A.J. Dump tailings.

10/21/1947/4 Under Capt. Harry Clark, hit a small can.
Bill net boat and sunk it (had to be beached) Crew.
saved. Near Alert Bay at 04:00 Sun. 19th. Oct.
Grounds on Rock Dump. ALBUM 300-pp 53

P.C.A. (5)

NORTHLAND

Wooden converted Navy boat.

(1) Stbd. near broad at side of Juneau Cold Storage dock.

NORTHLAND

4-masted East Coast
schooner 1921

1. Pict. and info. on her loss. (ME/Log Nov. 1956 pp 48)

(2)

NORTHLAND

Old steel st.sch.

D.A.Disp. 1/4/1918 P.S.S.Co. has purchased the steel st. scho. "Northland" from the Borderline S.S.Co. and will repair and rename her and place her back on the Alaska run.

Emp. 7/13/1922/8 A steamer of this name was aground in fog on Whidbey Island today. Refloated undamaged.

Album 12.

NORTHLAND

229,059

Post Card Album 1.

Northland Trans. Co.

PCA 6

1. Port, broad, in stream, Juneau Hbr. P.C. Album 1.
2. Port, near broad in Fredrick Sound. War saint.
3. Port broad, speed, white, flags. Seattle Hbr.
4. Picts. and info. Book 42; pp. 4, 16, 41.
5. V.G. post card pict. (Album 27)
6. To be scrapped BOOK 44; pp 37

See Page 67---Book No. 36 More page 78

Formerly "W.B. Foshay"

Built 1929 at Houghton, Wash. as the "W. B. Foshay" for the W. B. Foshay Co. of Minneapolis, to be used in Alaska trade. Foshay Co. went bankrupt and the Washington Iron Works libeled the vessel for \$69,000. still due on the engines. Nov. 16, 1929 she became a unit of the N.T.Co. and was renamed "Northland"

1255 gross; 754 net; steel; 177.7' x 35' x 9.6'

1120 h.p. Two 560 h.p. Washington*Estep Diesels.

Launched from Lake Wn. Shipyards on July, 27, 1929.

Marine Digest article on Northland Trans Co. May 22, 1948 says "Northland" completed 372nd round trip before she fell a victim to a labor dispute in Sept. 1945, and was ultimately sold to Norwegian interests. Sold to the Nordenfeldsk S.S.Co. of Trondhiem, Norway.

Had a slight accident Jan. 13, 1931 when she struck a reef on Helmsken Id. a glancing blow during darkness and shadows and strong tides. Capt. L. Williams beached her near by and her passengers were removed by the "Cardena" and taken to Alert Bay where they were later picked up by the "Adm. Faragut" and taken to S.E. Alaska ports.

NORTHLAND

N.T.Co. M.V.

SEE CONSIDERABLE MORE ON CARD ON NORTHLAND TRANS. CO.

1/14/1931/ M.V. "Northland" hit rocks at Salmon River B.C. while northbound today. 31 pass and 31 in crew. Has hole in stbd. bow. Bounced off but Capt. Leonard Williams beached her on a soft beach. Her pass. and mail were transferred to the "Admiral Farragut"

1/15/1931/7 "Northland" may float off at high water. Will have to go on D.D. Her 30 pass. taken off by the Union S.S.Co. "Cardena". Cargo to be transferred to the "Norco"

1/16/1931/7 "Northland" refloated and is to come on North. Her cargo is O.K.

1/19/1931/8 Capt. Williams says black and shadows and tides caused the vessel to pile up on Helmcken Island on Tues eve. 13th of Jan. Leaking some but does not seem to be badly hurt.

5/9/1933/6 "Northland" dropped a propeller blade at Port Althorp dock and had the "Roedda" escort her to Seattle.

1/21/1935/6 "Northland" tries to dock in Juneau for 6 hrs!

but unable to on account of the 'Taku' gale blowing.

2/19/1935/6 "Northland" brushed a sand bar in Whitestone Narrows but drifted off O.K. and is not believed damaged

12/21/1938 Mrs Tom. J. McCaul disappears from "Northland"

12/22/1938/6 Hearing held today on board the "Northland"

Mrs. McCaul boarded at Seattle, was seen in Petersburg but never got to Juneau. (On boat after leaving " ")

Was room mate with Corrine Duncan.

5/29/1940/8 Capt. Leonard Williams arrested for shooting at a deer swimming in Olga Strait. Released on his own recognizance until return trip.

6/1/1940/6 Capt. Williams admits guilt. Fined \$100.00.

Shot from bridge with 22 rifle.

9/21/1945/8 M/V "Northland" taken off Alaska run--indefinitely. Crew demands quarters in pass. staterooms.

Company says crew demands practically all of port side of the vessel.

9/25/1945/2 Deck crew walk off. (Same reason as last mo. on "Taku" which held her up 16 days.

PICT. Slow; Ketchikan Hbr. (PCA-10)

Album 2.

Album 22.

Album 21.

Steel St. Sch.

1. Stbd. bow, at dock (Albers) in Seattle. G
Later the "Admiral Nicholson"
 2. Port broad, upright, on reef.
 4. V.G. 8 x 10 at old Ketchikan. (Book 48; pp. 22-23)
 3. Port broad, in Ketchikan Harbor.
- D.A. Disp. 7/6/1917 pp. 6 Wash. Sal. Co. is making some progress in raising her at Kake---she hit rocks 6/25/1916 and sank in 100'

Nov. 27, 1908 commanded by Capt. Simon Brunn she ran ashore in Active Pass. Refloated following day. Damage negligible.

D.A. Disp. 3/4/1916 pp. 1; Str. "Northland" Seattle to Alaska is aground on North Reef, Stewart Channel, B.C. near Chemainus, B.C. Tugs have been sent to lighten her cargo and refloat her. Believed not badly damaged. D.A. Disp. 6/27/1916 pp. 4 says she sunk at the Kake dock while loading canned salmon with her ports open.

Built in Seattle in 1908 as str. "Northland"
678 gross; 434 net tons; 141' x 27.2' x 18.7' 350 h.p.
Was wrecked on North Reef July, 3, 1912 and raised later.
Again sunk at Kake cannery dock when steward forgot to
close portholes while loading canned salmon June, 23, 1916
Owned at this time by the Borderline Trans. Co.
Later taken into Pacific S.S.Co. as "Admiral Nicholson"
In Kake incident, water rendered her pumps useless as fires
were put out.

Empire Apr. 25, 1918. says "Northland" back on the run
as the "Adm. Nicholson" In Kake incident she was raised
first time by B.C.Salvage Co. but slipped her slings and
sank again; They raised her again only to have to scuttle
her as oil caught fire in her. The third time they raised
her she stayed raised. (Borderline Trans. Co. had taken
over holdings of the old Northland S.S.Co. of which the
"Northland" was their first unit)

See more history on back of card "Adm. Nicholson"
D.A.Disp. 10/29/1909 as unit of ~~Northland~~ Ketchikan S.S.Co
she was to begin run to Juneau, 11/25/1909
D.A.Disp. 11/17/1916 pp.3 Diver C.F. Stagger was to try to
raise her at Kake.

NORTHLAND

Album 6.
P.C.A. 4.

Book 29

U.S.C.G. Cutter.

1. Stbd. nearly broad in Arctic ice. VG
2. Port, nearly broad in Arctic ice. P.C. Album 1. VG
3. Port broad, under sail at sea.
4. Stbd. bow, speed. VG. (Magazine cut)
5. Stbd. near broad in Greenland ice. (Mag. cut)
6. Port near broad as built, speed. (Mag. cut)
7. Port broad as rebuilt in War II. (Mag. cut)
8. PICT. as and cut down. BOOK 32; pp 58

2050 tons: 216' long; 39' beam. Two 4-cycle, air injection diesels rated at 600 H.P. at 200 r.p.m drove two 415 KW generators for her diesel electric drive.

Built in 1927 she was in continuous service until a few years ago when she was retired. During War II she distinguished herself by pursuing a German armed trawler for 70 miles through twisting channels of Greenland, capturing her and her personnel. Her engines were converted to Mechanical injection and were still in use after 19 years of hard service before her recent retirement. Motorship 11/'48

SOLD, SEE BOOK 30; Page 55

Emp. 8/24/1927/8 New C.G. "Northland" arr. Juneau on her First trip to the Arctic today. 216' x 39' 2050 tons displacement.

8/19/1939 C.G. "Northland" aground in Boston Hbr. last night in fog. May be refloated today.

8/16/1940 C.G. "Northland" to go to Greenland.

NORTHLAND

Album (22)

Wooden st. sch.

(1) Port broad in Ketchikan Harbor.

D.A.Disp. 2/25/1917 pp.6; P.S.S.Co. steamers "Northland"
and "Senator" collided in fog early today off the Calif.
Coast. Both vessels slig tly damaged but able to make
port.

D.A.Disp. 1XXXMe

NOTICE: The records and info. on this vessel and the steel st. sch. of the same name (later "Adm. Nicholson" is rather confusing as they were in operation at the same time and on the same routes at times; however, I believe the news item below refers to the wooden st. sch. on this card as the steel vessel was sunk at Kake at this time.

D.A.Disp. 7/8/1916 pp.2 Borderline Trans. Co. has chartered the st. sch. "Northland" of Parr-McCormick S.S.Co. and will send her North on the 12th with a trip to Anchorage.

D.A.Disp. 12/2/1916 pp.2 Wooden St.sch. "Northland" has been purchased by Pac. S.S.Co. from Parr-McCormick S.S.Co. and will again be placed on the Alaska run.

D.A.Disp. 12/31/1916 pp.4 St. sch. "Northland" arrived at Portland in a damaged condition; she had been in a collision with the A.S.S.Co. str. "Northwestern" off Eureka Calif. on 29th. Both vessels made port O.K. (Notice: this article further states that she was 'recently purchased by the A.S.S.Co. (?) and that she was the ex-Stanley Dollar" which is also in error as the latter vessel became the "Skagway"

NORTHLAND

Pacific Coast Wooden Steam Schooners.

Lyman

845 tons; built 1904 at Fairhaven by the Bendixsen yards for E.J.Dodge of S.F.

Had 664 h.p. triple expansion from Fulton Iron Wks.

Carried 900-M ft. Lumber

Sold 1917 to Fred D. Parr and in 1918 to the Albers Bros Milling Co. both of S.F.

In 1921 she was acquired by the Atlas S.S.Co. and was sunk without loss of life, through collision with the British steamer "Pacific Trader" in S.F.Bay.

NORTHOLM

Canadian frt. 1938

1. No picts.

7/1/1938/6 Arr. Juneau today with 300 tons frt. for the
Polaris Taku Mine. 150' long; Capt. Alan Ogden. Owned
by Frank Waterhouse Co.

NORTHLAND PRINCE

B.C. cargo-luxury
liner---1963

1.

PWB Mar. 1963 pp 14: "NORTHLAND PRINCE", Northland Nav.Co. new passenger and cargo vessel was hull No. 314 for the 60-yr. old Burrard D.D.Co., when she was launched Feb. 2, 1963 at a special ceremony in N. Van. B.C.

She also is the only pass.-boat built in B.C. for a commercial operator since 1921, when Burrard constructed the "PRINCESS LOUISE". She will be delivered in May and begin weekly service from Van. in June, with intermediate calls to Prince Rupert and Stewart, B.C.

Designed principally as a cargo carrier, the 329' vessel has a 1500 ton cargo capacity. She will specialize in handling containerized general frt., refrigerated pkg. and bulk frt. heavy equip. long shapes (steel & piling) and automobiles. Will accommodate 108 berthed and 12 day passengers in deluxe compartments. Her total cost is \$3.6-million.

Main propulsion will be provided by a crosshead diesel Stork Werkspoor 4200 h.p. engine. She will have a service speed of 16 knots and carry a crew of 35 including officers

NORTHWEST AMERICA

Very old schooner.

1. No pict.

History in 1947 DIARY Page Feb. 9.

MORE INFO. BOOK 35; Page 15.

NORTHWESTERN MILLER

PHP. 1.

Lg. steel frtr.

1. Stbd. near broad, scow A/s/ (Porthole)

XXX

NORTHWESTERN

155177

Album 16.

Album 22.

Album 25

Alaska S. S. Co.

Album 17.

P.C.A. 4

(OVER)

Album 21.

BOOK 32

1.

Port, bow, nose aground, wrecking steamer a/s

2.

Four different close-up views showing heavy coating of ice: Laying at dock in Juneau, Jan. 22, 1916.

Album 19. Also 3 post cards of same in P.C.A. 4

3.

Port bow, sitting upright in glassy calm on Eagle River flats July, 25, 1933; Destroyer 339 in pict.

4.

Stbd. bow of same mishap. 3 & 4. in Album 20. / 7

5.

Port bow, nose aground in Wrangell Narrows across from Petersburg. Album 20. / 7

6.

Stbd. amidships; nose dry; taken from salvage str. in Wrangell Narrows. Album 20. / 7

7.

Port, broad, in Juneau, Hbr. P.C. Album 1.

8.

Port, bow, leaving Juneau, June, 23, '17 P.C.A. 1.

9.

Stbd. broad, on Eagle River flats. P.C.A. 1. VG

10.

Stbd. bow, on Eagle River flats. P.C.A. 1. VG

11.

Port quarter, ashore on Cape Mudge.

12.

Ashore on Cape Mudge from stbd. broad.

Early days of A.S.S.Co.

See R.S. Book #1. Page 3.

Formerly "Orizaba"

NORTHWESTERN (SHIP)

13. Port bow, grounded W. Narrows. Small boat a/s
14. Stbd bow, uoright on Eagle River bar.
15. Nose ashore. Looking up stbd. side from ship a/s
16. Port qtr; in Drydock. (Porthole Pict.)

Dec. 2, 1910 paper says she may be total loss: Hit 03:00 in dense fog off San Juan Ids. on way north. Capt. Coskey 25 pass. taken off. "Olympia" to take her run.

Jan. 7, 1911, Capt. Croskey's license suspended one year. D.A.Disp. 12/3/1910 Says she was in bad shape. Wrecking str. "Salvor" standing by.

Built 1889 at Chester, Pa. 3094 gross; 1949 net tons. 356.2' x 43.2' x 22' 2600 h.p. 80 crew
 Dec. 11, 1927; Hit Cape Mudge, snowstorm, 05:00; Capt. Jock Livingston; Stewardess Mrs. Jane Warner, called pass. Jim Davis on board; says: slow bell, whistling, echo bad, seas too much for life-boats, driftwood on beach, etc. Magnus Hansen of "Explorer" by later, saw and came to lee side, removed pass, rough, in hold, etc. to Campbell River at 14:30 very rough. 112 pass. crew of 75. "Alameda" picked up pass; on bottom 7 hrs, tide, small dock, etc. Listing up beach (Northwestern) water one foot over social hall floor, high cabins dry, 1st class mail saved, etc.

PHP--2

NORTHWESTERN

Unit of A.S.S.Co.
(Index card II)

PCA 6

1. Picts listed on previous card in file.
2. Port qtr. in Todd Drydock, Seattle. (Porthole)
3. Stbd. bow view of burned hull near beach in Captains Bay. (Mag. cut)
4. Port bow area heavily iced; from dockside.
5. Heavily iced (Schallers photo) (PCA--7)

D.A.Disp. 9/26/1911 while docking at Ketchikan, commanded by Capt. J.C.Hunter on the 19th of Sept. she rammed into the Ketchikan dock, and the "Glory of the Seas" moored there. It seems that Capt. J.C.Hunter rang "finished with engines and control cable broke at 'full ahead' on eng. room telegraph.
D.A.Disp. 1/10/1913 Broke dock lines at Valdez during ~~the~~ a gale last night and was ashore---Not damaged

She is still lying in a cradle of sand at Dutch Hbr. A Seattle Salvage Co. (name withheld) disclosed plans to Dismantle and scrap her where she is. During the war, Japs had made a direct hit on her and claimed they got a direct hit on a major war vessel. She was then only being used as a light and power plant.

Originally turned out for the Ward Line in New York, she came around to the Pacific during the Gold Rush and eventually hoisted the flag of the Alaska S.S.Co. They retired her in 1937. In Aug. 1940 she was sold to the Seims Drake Puget Sd. Co. and converted by Lake Union D.D & Mach. Works under supervision of McGinty & McDonald, to a floating hotel for defense workers. M.D. 10/8/'49

BOMBED AT DUTCH HBR. JULY 1942.
D.A. Disp. 4/10/1909 says "NW" of Northwestern S.S.Co. ran aground on Birch Pt. this morning. Floated off this p.m. and may not be badly damaged.

NORTHWESTERN

Bard 2.

A.S.S.Co. liner.

Info. (20 yrs. ago) Book 40; pp. 60

On Sept. 26, 1911 she ran amuck while docking in Ketch. Damaged the Alaska S.S.Co. dock and also the floating cannery "Glory of the Seas". Capt. H.C.Hunter in command. Signals crossed up in engine room.

After being blasted and burned by the Japs in 1942 she was towed around Amaknak Island and anchored in Captains Bay. However in 1944 when Pres. Roosevelt was to view the base at Dutch Hbr. on a tour on a Navy Cruiser it was thought that he might like to see her because of his interest in old vessels. She was gently brought in shore by Lieut. Geo Skarbo USNR well known P. Sd. and Alaska pilot, then tugs rammed her ashore. Dutch Hbr. was fogged in and Roosevelt did not stop there.

MORE INFO. BOOK 36; Pages 3--33

D.A.Disp. 6/6/1913 She rammed 2 barges while docking at Juneau---one loaded with cased powder--Lucky it did not go off.

Named "Orizaba" until 1907 at which time she passed to the A.S.S.Co. and brought ~~to~~ the East Coast to the Sound.
from

She was laid up in 1937 in Lake Union; then in 1940 she was taken to Dutch Hbr. by Seims Drake Spokane Co. and used as a barracks boat. Bombed in July 1942 by Japs.

Trouble with P.C.C.Co. (See "City of Puebla" 8/12/1907)

3/22/1907 when a unit of N.W.S.S.Co. she ran on rocks at Beaton Landing near Latouche. She had no pass. and her crew was safe. Seas were pounding her. The "Santa Clara" went to her aid. 4/19/1907 the salvage str. "Salvor" arrived on the scene and raised and refloated her. On 5/31/1907 she was in Dundas Bay and proceeding south under her own power, leaking badly, but escorted by "Salvor"

D.A.Disp. 6/4/1907 says Str. "Salvor" towing "N.W." ran on rocks in B.C. near Mt. Fraser on the night of the 2nd. Tugs were proceeding to her assistance. The "N.W." was anchored near by. Pulled free on the 4th and proceeded on to Esquimalt with her tow.
D.A.Disp. 1/24/1913 She is being converted to oil this trip.
D.A.Disp. 1/16/1915 says she is being converted to oil.??

(4)

NORTHWESTERN

A.S.S.Co. str.

D.A.Disp. 7/18/1916 pp.8 "Northwestern" crippled with a broken propellor---hit a submerged object about 30 miles off Cape Spencer. The tug "Goliah" was proceeding to her aid.

D.A.Disp. "Northwestern" is hove too, 50 miles west of Cape Spencer. Full gale of wind and immense seas.

D.A.Disp. "Northwestern", Capt. Hunter, broke her steering gear and ran ashore on a gravel bank in Tongass Narrows yesterday. Luckily no rocks. Backed off in two hours on the rising tide and her bable had been repaired.

Empire: 6/2/1919 pp.8: She grounded on Anchor Pt. in W. Narrows at 15:45 yesterday. Her 200 pass. were transferred to the "City of Seattle". At 03:00 this morning the "City of Seattle" pulled her off the Pt., unhurt.

Emp. 5/5/1922/6 A 16 yr. old boy was killed in the eng. room of the "N.W." when the machinery suddenly started while repairs were being made.

Emp. 11/12/1923/6 S.S. "Northwestern" ran her nose ashore in Wrangell Narrows today and was refloated several hrs. later undamaged.

Emp. 1/11/1927 "Northwestern" hit Maud Island at 03:00 Sun. morning (9th) tide and light fog. Backed off and anch. Plumper Bay to ascertain damage and remove passengers. Found not leaking so proceeded to Ketchikan 24 hours late and her pass. were to transfer to the Southbound "Victoria" which would complete the Westward run for the "N.W."

Emp. 1/12/1927 "N.W." proceeded on to Juneau and her pass. will be transferred to the Northbound "Alameda" instead. Capt. Wm. Jensen. Reports no panic. Night and fog caused accident. More 1/13/1927 paper...

Emp. 12/12/1927/ S.S. "Northwestern" aground on Cape Mudge

Emp. 12/15/1927/ Abandoned to underwriters. Crew removed.

Emp. 12/16/1927/8 V.G. Magnus Hansen, "Explorer" arr. J.
Tells of wreck...

Emp. 1/20/1928/6 Capt. Jock Livingston exonerated of all blame and is now Capt. on the frt. "Denali"

Empl 4/2/1928/6 Repaired at cost of \$170,000. at Seattle.

NORTHWESTERN

A.S.S.Co. str.

10/6/1930/ S.S. "Northwestern" of A.S.S.Co., Capt. C.A. Glasscock, lost her rudder in heavy seas at 19:30 last evening while off Cape Spencer. She sent out an S.O.S. Reported today that the halibut boats "Emma" Tom Ness, and the "Tordensjold" have her in tow for Dundas Bay.

11/10/1930 "Emma" arrives in Juneau---shows signs of her battle in the rescue of the S.S. "Northwestern"---lost deck gear, planks stove in, etc. He was assisted early by the "Tordensjold", Capt. Chris Servold. Some time later several other craft hooked on and towed her in to the safety of Dundas Bay.

11/18/1930/3 "N.W." reaches Ketchikan under tow of two tugs. Sustained hole in side where one of the tugs rammed her in stormy weather off Cape Fanshaw.

4/17/1931/8 Five halibut boats file salvage suit totalling \$49,000. against A.S.S.Co. str. "N.W." They are the "Tordensjold", "Seattle", "Attu", "Ermine" & "Excell"

8/17/1931/7 Despondent widow, whose husband died last fall, had sold his boat at Anchorage and was going South

on the S.S. "Northwestern", Capt. Jock Livingston, when the boat docked at Petersburg. She was found with her wrists severed---dead in her stateroom.... (check)

1/22/1932/7 The "Northwestern" salvage case for \$54,000. comes up in Seattle today.

7/25/1933 "Northwestern" hit on Sentinel Island at 03:00 today. Capt. Jock Livingston and 86 pass. Southbound from Skagway. Destroyer "Trevor" bringing 86 pass. to Juneau. Bounced clear and had to be beached on Eagle River Bar. will be

8/3/1933/8 "Northwestern" pulled off Eagle River flats by tugs "Georgia" and "Akutan" tomorrow. VG account. Has been patched up.

8/4/1933 "N.W." pulled clear and arr. Juneau own power.

8/5/1933/6 "N.W." left for Seattle at 20:30 last evening. Under own power.

8/22/1934/6 "Northwestern" tows in John Lowell's "Fern II" broke down off S. end of Marmion Island.

11/5/1934/6 "Northwestern", Capt. Joe Ramsauer, arr. Juneau two days late from across the Gulf. Hit a gale at Cape Hinchinbrook and had to lay at anchor. Lost anchors!

(2)

NORTHWESTERN

A.S.S.Co. Str.

12/2/1935 "Northwestern" hits in Seymour Narrows at 04:00 on Dec. 1st in fog. Drifted ashore. Was on bottom for about 4 hours. Not believed too badly damaged. Was en-route from Seattle to Juneau---whistle was frozen up and couldn't get an echo, etc.

8/27/1940/6 "N.W" retired 10/6/1937 is being surveyed and will be sold to Siems, Drake--P.Sd. Co. for use as a floating hotel at (Dutch Hbr.)

7/31/1942 Pict. of SS "Northwestern" after bombing and fire at Dutch Hbr.

PICT after bombing at Dutch Hbr. BOOK 31; pp 84

NORTHWESTERN

Kuskokwim River

wet-ass 1939

5/9/1939/6 Capt. Wallace Langley bought the old wet-ass
"Northwestern" for use on the Kuskokwim. He also oper-
ats the coastwise steamer "North Pacific" Known as the
ALASKA RIVERS NAVIGATION CO. 149' x 30' x 4.5'

- ①. Port broad, breaking Antarctic ice for Byrd. Exped.
(Magazine cut)
- ②. Stbd. broad at Army dock, Juneau May, 1950
3. See good picts. of sister ships "Edisto" and "Burton
Island" Pages 8 to 12; Feb. '52 SHIPS & SAILING
4. Colored pict. V.G. pp. 1. and 31 in Book 41.
5. Pict. Book 42; pp. 27.

Coast Ice Breaker Commanded by Capt. C.W. Thomas
and has just completed her first Bering Sea patrol in 8
years. Made a 13,000 mile cruise in the Arctic and was
the first vessel through the ice to Pt. Barrow this year
Marine Digest 10/30/'48

NORTH WIND

Album 4.

Northland Trans. Co.

Lg. Freight vessel.

1. Port broad speed, Seattle waterfront. VG
2. Port broad, Ketch. War paint. Album 28

Empire for Feb. 28, 1945:

Veteran skipper on Alaska Run pleads guilty to Negligence Capt. M.C.Sonderland, master of ATS. "North Wind", when she went ashore on Simeonof Island Dec. 14, 1944 plead guilty to negligence at C.G.*Merchant Marine hearing. License revoked for one year and placed on probation for two additional years. A veteran on Alaska run he assumed full responsible. All 45 members of crew saved by a C.G. vessel and another Army supply vessel.

Marine Digest May 22, 1948 article on N.T.Co. says she was purchased during depression years and was the ex-"Nosa Duke" and ex-"Mineola"

She was a total loss when wrecked on Simenof Island.

(Army supply vessel mentioned in rescue above of crew on "N.W." was the S.S. "Carl Shurz" , a Liberty ship commanded by Capt. Phillip H Luther. (M.D. 10/29/'49)

Some info. about her. Book 41; pp. 18

NORTH WIND

Ex. "Naha"

1. Historic cruiser returns to Alaska (Juneau 1-A; pp 22)
2. Leaning outward on Juneau boat Hbr. grid. (PCA--7)

NORWEST I

Book 29

Canadian tug.

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

NOR-WESTER

No. 18698
Old schooner
Sitka 1897

Capt. Bernhard Bender --- 37.02 tons burden-- Left Sitka
9/14/'68 for a Coastwise trip.

Arrived Sitka 10/19/'68 from Coastwise ports.
Registered at Sitka 5/17/'69 under new owners.. Capt John
Cook and owner Samuel Stevens.

In 1867 she arrived from S.F. to Sitka. Capt. A.T. Whitford
34.42 tons.

Supposed to have been lost at sea 5/17/'69 34.42 tons.

Changed registry from Port Angeles to Sitka; 6/2/68

ALASKA TIMES 7/13/1869: She arrived at Sitka today, Capt.
W. Phillips commanding, from Forts Tongas and Wrangle, and
the villages of Kassan, Nennaga, Tcheytcheeney, Kino, and
Ootnahoo. A Mr. Bendel was in charge of the cargo, furs
etc. He reports the Kake and all other Indians, friendly.

Album 22.
Album 15.

NORWOOD

No. 201446
Wooden st. sch.

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

Built 1904 at Winslow, Wn.

Gross 1323: Net 1017: 203' x 38.5' x 15'

675 h.p. triple exp. steam. 25 crew. Owned by P.A.F.

Article in EMPIRE Mar. 30, 1916 says she would replace the steamer "Pavlof" which wrecked several weeks ago on the Alaskan Coast.

D.A.Disp. 3/31/1916 pp.8 The P.A.F. has purchased the str. "Norwood" to replace their wrecked str. "Pavlof"

D.A.Disp. 12/13/1916 pp.3 P.A.F. is to operate the str. "Windber" and "Norwood" this season, in their Alaska trade. Both are at present under charter to Portland interests.

Emp. 6/2/1920/8 "Norwood" of P.A.F. Co. is due in Juneau with a load of coal.

NORWOOD

Album (3)

Old P. Sd. Ferry

(1)

Port, broad at dock, all white.

VG.

Built in 1899 at Tacoma as a small passenger boat. 75' long. In 1906 she was lengthened to the following dimensions. 135 gross; 92 net; 95' x 19.8' x 5.7'

In 1924 she sank at the dock in Tacoma due to the carelessness of the watchman. Then in 1925 she was sold to Rus. Chesley who removed her steam plant and put in a 200 h.p. diesel---he converted her to a tug at this time. She did not prove successful and after a lay-up period her engine was removed in 1931. The old hull was still in Lake Union in 1935.

NORWOOD

Pacific Coast Wooden Steam Schooners

Lyman

760 tons; built 1904 at Winslow, Wn. by the Hall Bros Marine Railway & Shipbuilding Co. for Sudden & Christenson

Had a triple expansion engine of 685 h.p. from Fulton Iron Wks.

Sold to the P.A.F. of Bellingham and had a shelter deck added, increasing her tonnage to 1323. She was scrapped about 1933. (Equipped for passengers)

NOVELTY

No. 145384
Old steam tug.

1. No picts.

Notice: Although the Off. No. of this vessel and the old hull on the beach in Ketchikan do not coincide, I am convinced that they are one and the same vessel---See "Blue Book" 1928

Built 1884 at North Bend, Ore. 56.51 gross; 33.73 net;
71.5' x 17.5' x 6.8'

The JUNEAU CITY MINING RECORD May 25, 1893 mentions that she was fined by the Customs man on Mary Island because she had run on a reef at Salmon Bay and sunk with the tide running in and out of her for 10 days before she was raised.

It seems that she should have been on hand to tow two old barks to their destinations in S.E. Alaska. When she was refloated it was found that she had five broken planks and a broken keel. The two barks made their destinations at Wrangell and Kassan O.K. These were the "Jas. A. Borland" and the "Elsinore"

D.A. Disp. 9/4/1914 Tug "Novelty" of Ketch. arr. from the Loring cannery with Supt. J.R. Heckman on board. She is skippered by Capt. Clark.

XXX

Album  17.

NOYO

No. 211426

Wooden Steam Schooner.
Ex "Admiral Goodrich"
Ex "Aroline"

- ①. From astern; sunk with mast laying over on pier in San Diego. 1915. Had become waterlogged and sunk later raised and lost in picture 2.
- ②. Port bow, nose into rocky beach; surf pounding around her. Taken when lost on Point Arena.

See reverse side of card on "Admiral Goodrich"

Check to see if this is the "Noyo" that was in Skagway,
Feb. 17, 1898 with 140 passengers. "Skagway Alaskan"
(The above refers to the old vessel of that name not this
one)

This one was built 1913 at S.F. 1419 gross; 836 net;
224.4' x 41' x 16.6' 20 crew and 1200 h.p. and owned in
1925 by the National S.S.Co. of Calif. as the "Noyo"

NOYO

No. 130395
Old Wooden st. sch.

1. No picts.

Built 1887 at S.F. Calif. 497 gross; 307 net: 200-300 h.p.
150' x 33.2' x 10.5'

This vessel was in Skagway Feb. 17, 1898 with 140 pass.

ALASKAN (Sitka) 2/2/'98 says she was coming North thru'
Grenville Channel, Capt. Lundquist, and with 200 pass.
when she found the "Corona" wrecked on Herbert Reef
Follow up story/ on " "

NOYO

No. 130395

Wooden Steam Schooners of the Pacific Coast

Lyman

316 tons, built 1887 at S.F. by Alex Hay.

Had four-cylinder triple-expansion engine from Hinckley, Spiers & Hayes giving her 300 h.p.

Carried 330~~M~~ ft. Her first owner was C.E. White.
of S.F.

1893 to J.S. Kimball

1901 to Dollar S.S. Co.

1907 to Merchants S.S. Co.

1913 to National S.S. Co.

She had been ashore in 1899 on Duxbury Reef, but had been floated and repaired.

In 1915 she got ashore in La Jolla Cove but was refloated by Capt. Joe Brennan, now harbor-master at S.F. in the tug Bahada. Towed to S. Diego. she capsized at the wharf as soon as her cargo was discharged. Was righted and repaired in the North. Finally lost for good Feb. 26, 1918 on Pt. Arena, without loss of life.

Book 32

N.R. LANG

Col. River Wet-ass

1. Stbd. near broad, in ice on Col River. (Mag. cut.)

N. R. LANG

Ex tug "Escort"

1. Info. (Kingcome Nav. Co.)

Album 43.

NUCHEK

105' B.S.P.

New England F.Co.

1. No picts. 1950

Air pressure on a gas tank, splitting a seam, apparently caused the gas to seep to cracks in the hull of the barge where a spark, probably from a cigarette, set off the explosion that destroyed her. Gerald R Percival, 37 yrs. a mechanic who was aboard, lost his life in the blast.

She used diesel for fuel but carried gas in tanks for refueling other N.E.F.Co. vessels. Pressure on tank was still set at 20 lbs. after the blast. Blew in Salmon Bay Waterway, just west of the Ballard Bridge. Blast shook Ballard and Interbay areas.

Engines had just been overhauled at N.Comm Marine Co. T.H."Pat" Davis 58, Spring Apts. was master. C.V.Carlson foreman of Company's Ketch. cannery and Richard Funk, 21, of Des Moines, deckhand were also on board. Davis and Carlson suffered minor knee and hip injuries and Funk got a twisted knee. She was enroute from N.C.Marine Co 2500 Westlake Ave. N. to Maritime Shipyards, 27th Ave. W. and Commodore Way at time of explosion. Blew on May, 19, 1949

M.D. 6/4/'49

NUGGET

Yukon River steamer

1. No picts.

Little 5 ton str. built 1898 at St.Michael.

NUISANCE II

Juneau troller

1. Picts. on grid and near Sunset Island (PCA-10)

Owned by Happy Savikko.

P.C.A. 6.

NUISANCE IV

P.C.A. 3.

Stanley Thompson's

1. Two views, stbd. broad at Juneau Cold Storage.
2. Stbd. broad at A.S.S.Co. dock, Juneau, May, 1949

NUNATAK

Park Service Boat

Ex. "Seal" "Bear"

Look in Lg. G.S.File under FOREST SERVICE Vessels.

NUNIVAK

P.C.A. ⑥

Ex. 86' A.T.S. BSP

① Stbd. broad on N.C.Co. ways. Oct. 1949

Had been taken over by the Bureau of Indian Affairs
after the war and was only used a couple seasons by them.

Ben See took her up to the Pribiloffs in 1947 and
used her to transfer reindeer from Nunivak Island.

NUNIVAK

No. 200528

Yukon River steamer

1. No picts.

Built 1898

681 gross;

Wrecked at Nenana on the Tanana River, Alaska May, 7, 1909

All 7 persons on board were safe.

She was used first as a stern-wheel U.S.Rev. cutter on the Yukon in command of a Capt. Cartwright.

MORE INFO. IN BOOK 30; Page 1.

10/13/1906 she was on the Kuskokwim River and was to be sold to new owners.

D.A.Disp. 2/5/1906 says she was being repaired at Seattle and would be taken to the Kuskokwim by Capt. Healey.

Album #3.

NUSHAGAK

Steel Steam Sch.

①.

Stbd. nearly broad, speed, at Scotch Cap.

G.

739 tons; built 1904 by United Engineering Works,
at Alameda, Calif. for the Alaska Packers ASSN. of S.F.

After 21 years in the cannery trade she was bought
by the Remco S.S.Co. of S.F. who renamed her "Caspar"

Laid up at S.F. in April 1932

NUSHAGAK

Pacific Coast Steel Steam Schooners

Lyman

739 tons; built 1904 by United Engineering Works, Alameda, Calif. for the Alaska Packers Assn. of S.F.

After 21 years in the cannery trade she was bought by the Remco S.S.Co. of S.F. who renamed her "Caspar"

She was laid up at S.F. in April 1932.

NYMPHA

Am. top-sail sch.

Sealer --1892

Mentioned as being asked about and to be seized by the
Russian gunboat "Zabiaka"