

**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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Oakey L. Alexander

U.S. frt. broke in
half.

1. VG account of story.

(Note Book 23; pp 125)

OAKLAND

Pacific Coast Wooden Steam Schooners

Lyman

146 tons; built by Kruse & Banks at Marshfield, Ore for their own ownership. Classed as a gas-schooner she had an oil engine and carried 175-M.ft. lmb. r.

Wrecked without loss of life in Dry Bay, Alaska
Oct. 23, 1912

OAKLAND

No. 202085

Gas-powered schooner

1. No picts.

D.A. Disp. 8/29/1911 she was broke down in Hoonah and was
towed to Juneau by the "Georgia" Mall Str.

She had left the Dry Bay cannery Oct. 23, 1912 and was wrecked in the entrance to the bay while attempting to pass out to sea. The weather was stormy. The cannery Supt. and crew----including women and children were on board going south for the winter. Miraculously all made it ashore, then had to walk about 60 miles to Yakutat. They had to sleep in the open, nights but all were none the worse for wear when they walked into Yakutat five days later. There they had to wait for 47 days before the A.S.S Co. "Yukon" stopped in and picked them up and brought them to Juneau. The last two days of their hike they were without food. (There was 11 people on board---all told.)

See file card "Whaling" for a little more info.
D.A. Disp. 7/28/1911 Capt. Campbell and eng. Judd Bagg,
to go on her soon, to St Elias Pkg. Co. cannery at Dry
Bay.
D.A. Disp. 11/15/1912 says she is two weeks overdue from
Yakutat Bay and fears are felt.

MENTIONED IN BOOK 36; Page 3

Built 1905 at Marshfield, Ore. No. 202085 146 gross;
117 net; 103' x 24.6' x 7.8'

OAKLAND

Gas screw.

A.S.S.Co.

Early days of A.S.S.Co.
See R.S.B. #1. Page 3.

OAKWOOD

~~Pacific Coast Wooden Steam Schooners~~

1951 tons; built in 1918 at P.A.F. yards in Bellingham.
Sold new to Belgian owners and went to them in June 1918.

OCCIDENTAL

Old U.S. bark.
Alaskan.

1. No pict.

She was at Unalaska on May 23, 1893.

She is the first full-rigged ship that ever docked in
Juneau----being towed in her by the tug "Wizard" on Apr.
11, 1898

5/23/'93 unloading coal at Unalaska for North American
Commercial Co.

P.C.A. 6.

OCEAN CAPE

Juneau Halibut boat.

1. Stbd. broad at City float Juneau. With other boats.
2. On N.C.Co. ways, Juneau Mar. 1954 (PCA--7)

Launched Feb. 1949 from Peter Peterson's Marine View
Boat Building Co. for Norman DeRoux, Walt. Kleweno and
Dan Stanworth 56' x 16' x 7.6' Powered with
a 165 h.p. ~~174~~ ϕ GMC Diesel.

OCEANIC

Fish packer

1. Pict. being raised at Ketch.--- Book 39, pp. 17.
2. Two V.G. picts. 8 x 10; being raised by gear scow---
Book 48; pp. 38-39

OCEAN SKIPPER

Modern frt. '54

1. Assisted by P.S.T.B. tug. Pict. Book 42; 15.

OCEAN SHIPPER

American S.S.

1. Pict.

Album 43.

OCEAN SKIPPER

American S.S.

1. Pict. being docked. (See "Ocean Shipper") Album 43.

OCEAN SPRAY

Am. sealing sch.
1876

Seized in 1876 at S.F. for illegal sealing in Bering Sea

OCEAN WAVE

Album 15.

Old side-wheeler.

1. Stbd. broad, slow, near sailing ship; waterfront. VC
2. PICT. BOOK 44; pp 41.

Built in Portland, Ore. 1891 .

OCEANUS

Halibut boat.

1. Fantail, travelling; Scow Bay.

(PCA-10)

OCTANE

Album 11.

Old steam tug.

1. Group pict. of tugs; "Chicamauga" "Yellow Jacket"
"Mary C" "Octane" and "Ruth" at log storage.
2. Group pict. of tugs; "Equator" "Warrior" "Sound"
and "Chicamauga" at log storage.

ODUNA

ex "Medon"

Album 1.

A.S.S.Co.
(Freighter)

1. Stbd., slow under way, broad. Puget Sd. VG
2. Stbd, nearly broad aft. Taken in Icy Straits 1929
crossing bow of Virginia IV. P.C.Album 1.
3. Stern view; just crossed bow of Virginia IV. in Icy
Straits. P. C. Album 1.
4. At Ketchikan. War painting. (Album 28)

Early days of A.S.S.Co.
See R.S.Book #36. Page 3.

M.D. May 1, 1948

Official No. 220880

Sold through the Maritime Comm. to the Oliver J. Olson Co.

Will be overhauled and renamed.

320' long and built at Oakland, Calif. in 1920

3474 Gross; 2071 Net; 320.7' x 46 x 24.4

1800 h.p. 45 crew.

See reverse side of card on "Derblay" for additional info.

Emp. 3/12/1923/6 "Medon" has been renamed "Oduna"

6/23/1939/6 "Oduna" in Juneau after striking and doing \$10,000. damage to New England Fish Co. dock at Ketchikan in a freak landing. While coming in a log got in her prop. and she couldn't reverse.

4/14/1948/2 Sold by U.S. Maritime Comm. to Oliver J. Olson Co. for use in Coastal trade.

M.D. 1960 See Lg. G.S. File in OLIVER J. OLSON CO. ---Info.
on "MARY OLSON" (ex. "Oduna")

OGILVIE

Yukon River steamer

1. No picts.

Second vessel of the name; See "William Ogilvie"

For more info. see reverse side of card on tug. "Pioneer"

OGDENSBURG

Admiral Line
Gt.Lakes str.

See file card on Pacific S.S.Co. and also on "Adm. Sebree"

OGILVIE

Stikine River str.
Wrangell 1898

1. No picts.

There was two vessels of the name--one succeeding the other. The info. below pretains to the first of the name.

7/20/'98 she was in Fort Wrangell in command of Capt. Sanborn. Used on the Stikine River run from Wrangell.
(WILLIAM OGILVIE)

FORT WRANGELL NEWS 6/8/'98 says 'River str. "Ogilvie" arrived today from Glenora.

See back of card on Tug. "Pilot"

Album (26)

OHIO

Old River Wet-ass
From Lewis & Dryden

(1.) Sketch; stbd. qtr. speed. (620 neg.)

M.D. 6/25/1955 Built at Portland in 1874 by U.B.Scott.

Made her first trip from Portland to Eugene Dec. 12, of that year. Described as 'having a broad hull and almost flat bottom. Deck-house was 'squarish, plain and downright ugly, lookinglike a shed."

Scott lacked money to buy iron castings so he framed the web of the wheel from wood and small iron spindles. He had no pitmans (connecting rods) so long lengths of gas pipe were used.

Travellin on her was an adventure. sometimes in manouvering the pitmans would bend under the strain and she would drash the dock or wharf-boat. Spectators usually would give her plenty of room when they saw her coming in.

In 1881 she had outlived her useful life and was replaced by the steamer "City of Salem" and was dismantled.

More info. pp. 5; PWB. July 1955

Old Gold Rush Pass. Frt.

- Purser Fred Stevens and wireless operator as well as four others, lost their lives. She hit on Steep Pt. (Turn Id) Helkish Narrows. B.C.
- MORE INFO. BOOK 35; Page 10
- Add to her trouble 6/17/1907--She was operated by the White Star S.S.Co. Her pass. were taken South on the old "Umatilla"
- D.A.Disp. 6/24/1907 says 'crew of "Ohio" mutilated at Nome last nite; attempt to seize ship; thwarted, then took life-boats and escaped to shore. Aid from Rev. "Thetis" and 5 seamen were in trons. Later lodged in Federal jail. "D.A.D. 7/1/1907 says she was waiting for the "Victoria" to bring her extra pumps, before proceeding south. Alas. Daily Record. 7/16/1908 says she was waiting at Dutch Hbr. for ice pack to break up to go to Nome. Capt. Con-
- grad.
- Std. at Schwabacker Bros Dock.
- Port qtr. leaving dock. Crowd all over her
- ①
- ②

Page 107 Canadian Coast Pilot Vol. II says Ohio was wrecked on a reef on the west side of the south entrance to Hiekish Narrows, B. C.

Built 1873 at Philadelphia, Pa/ 3488 gross; 2072 net; 343' x 43' x 24.9' Came to the Sound under ownership of the White Star S.S.Co. and placed on the Nome run. Some time later she passed to the A.S.S.Co. and was lost in Hiekish Narrows in 1909

According to "Empire" Apr. 18, 1910 she wrecked during that winter.....???

Had 100 in crew; 2600 h.p. She wrecked Aug. 26, 1909 There was 219 persons on board and 4 were lost. Hit at 06:00 Capt Johnson and Pilot Snow were on bridge. Doing 15 knots. Nearly made the two miles to Carter Bay before she sank.

The "Ohio" hit an ice-berg off Port Safety near Nome, Alaska Sept. 8, 1907. There was considerable panic among her passengers. They scrambled for the life-boats and started cutting the falls. One life-boat did get cut loose and 2 Chinks and 2 whites were drowned. She made it back to Nome listing badly. Was enroute from Nome to Seattle with over 100 passengers.

Card 2.

OHIO

Gold Rush str.

D.A. Disp. 7/19/1907 says she was chartered by the Alaska Coast Co. and would go on the Seattle-Valdez-Seward run. *June*?

D.A. Disp. 8/27/1909 A.S.S. Co. str. Hit 01:00 Thurs. morn. Aug. 26th. Total 196 pass. and crew. (Rumored 15 lost 7 crew, 6 stows, and 2 steerage. Unconfirmed. Radio Operator Eccles, Purser Stevens and QM. named Anderson all drowned. Hit hard, bounced off and sunk trying to make it to Swanson Bay. Survivors picked up and taken to Swanson Bay by str. "Kingfisher" and str. "Rupert City" (9/3/1909--final count of dead is 8 lives lost. Purser died trying to save seasick seaman from bunk--boilers exp. and she went down fast. Purser Fred ~~Stevens~~ Stevens. Geo. Eccles. Hayes--the sick soldier Hit at 01:15---watches stopped 02:15 9/8/1909 She was abandoned to the underwriters.

D.R.M. 6/23/1904 Str. "Ohio" badly damaged by fire at Seattle last night... Sailings delayed.

NOME NEWS 9/9/1902-- Built 1876 is at Nome: She is the vessel that took Gen. Grant on his famous 'round-the-world trip' in 1877 with Capt. Sargent in command.

XXX

Album 16.

Album 20

Book 29

PHP. 1.

OHIOAN

Large freight vessel

Am.-Hawaiian S.S.Co.

1. Stbd. qtr. a/s rocky bluff; level, slight port list large comber breaking over port qtr.
2. Stbd. qtr. nearly up-right, seas calmed down; small tug a/s stbd. amidships. Album 14.
3. Stbd. broad, breaking up; stern seperated from midship section and superstructure. Album 15.
4. Reduced to wreckage; one chunk showing. Album 16.
5. Stbd. broad, showing small ship a/s as well as surrounding rocks and bluff. Album 19.
6. Port bow, at Seattle Pier. (Porthole)
7. Port bow, leaving from between piers. (Mag. cut)

A unit of American-Hawaiian's pre-war fleet of 39 vessels. Was the first vessel to resume intercoastal operations after World War I.

Wrecked at Seal Rocks near San Francisco in 1936
Info. on beaching----collision. Book 40; pp. 66

The second vessel of this name and the picture on page 38 Book 29 is the only one of this vessel. The others are all of the former "Ohioan"

The latter vessel was sunk by enemy action in the Gulf of Mexico early in 1943 6078 tons.

OIL CITY

No. 155318

Old Wet-ass 1898

1. No picts.

Built 1898 at Seattle, Wn. by Moran Bros. Was one of a fleet of 12 that were to be escorted to St Michael by the steam tugs "Resolute" and "Richard Holyoke" in June, 1898. This one was in Juneau, along with the "Seattle" and St Michael" on June, 15, 1898. 718 gross; 409 net; 176.1' x 35.4' x 5.9'

Her hull was still at Holy Cross in 1944

O. K.

John Turner's troller

1. On Boat Hbr. grid 4/1/1956 (Ken Sheldon) (PCA--7)

OKANOGAN

No. 155280

Schooner

A.P.A. 1901

1. No picts.

Built 1895 at Port Blakely, Wash. 721 gross; 606 net;
186.4' x 39' x 13.9'

OKLAHOMA

U.S.S. (battleship)

1. No picts.

Bombed by Japs at Pearl Harbor.

For some info. see Card on "Hercules"

Book 35 Page 62

OKEGA

New (1954) M.S. Nor.

1. Info. only Book 42; pp. 19.

M.D.4/9/1955 M.S. "Okega Bakke" (pict was on porthole cover of this issue but there was smoeething more important on reverse side)

475' long

17 knots speed.

Built in Gotaverken Shipyards, in Gothe/nburg, Sweden and launched in 1941 but not commissioned until 1945 because of the War. Her name is composed of the intitiaal letters of OLA.Knutsen' 5 children. At first the 'Bakke' was omitted, but is now used.

OLD COLONY MARINER

Mariner type frt.

1. VG porthole pict.

(PHP--4)

M.D. 7/28/56---Operated by Pacific Far East Line and is
9214 gross tons. Measures 563' long over-all.

OLD MAID NO. 2

Old trading sch.

1. No picts. (Picts. as "Maid of Oregon")

See info. Book 36; Page 39
As the tug "Joan G" See pp. 8 Book 44.

OLGA

Old brig
Sitka--1868

Departed Sitka 2/10/'68 for S.F.; Capt. John Sandmann,
commanding;

Old manifest shows she discharged cargo at Sitka from S.F.
12/14/1867 123.29 tons burthen.

Changed Registry from S.F. to Sitka 2/3/68; 123.20 tons
Left Sitka 5/15/1869 Capt. May; for Kodiak and Aleutians

OLGA

Sealing schooner
Alaskan

1. No pict.

Was at Unalska May 23, 1893.

OLGA

Steam screw
1907

She was probably a steam-whaler. The account of her in Skagway paper 7/12/1907 tells of 3 crewmen being held as witnesses against Capt. Klingenberg, accused of murdering his Engineer (Mr. Paul) at Nome in Oct. 1905

D.A.Disp. 7/23/1907 says "Umatilla" arr. Seattle today from Nome with Capt. Chas. Klinkenberg, who was captured at Circle City.

OLIVE MAY

Stern-wheeler on the
Yukon around 1900.

1. No pict.

She was wrecked in Oct. 1899 near Tagish on Lake Bennett
Built 1898. Name changed to "Dora" in 1899. 54 tons.
Had a load of sheep on board when she was wrecked--above.
Sold to R.W. Calderhead in 1901 after she had been raised,
by the Bennett Lake and Klondyke Nav. Co.

(It is believed that she may later have become the
"Alice May" owned by Robert W. Service.)

OLIVER J. OLSON

~~Steel steam schooners of the P.C.~~

~~Lyman~~

1881 tons, was a duplicate of the Columbia, completed in 1913 by Harlan and Hollingsworth for Olson & Mahony, S.F. They had originally intended to name her the "California", and she was owned until 1915 by the Calif. Co., who sold her to the Standard Oil Co. of New Jersey. She renamed the "El Capitán" under the Standard Oil ownership. In 1924 she was bought by J.M. Botts of New York and two years later became the "Lakina" of the Alaska S.S.Co., Seattle, who still owned her in 1940.

OLIVER J OLSON

Steel Steam-schooner

Later "El Capitan"

Later "Lakina"

1. Pict. of her only as the "Lakina"
2. / ~~Picts~~ / and info. on her wrecking. Album 39, pp. 2-3.
More info. Album 39, pp. 11.
3. More picts. and info. Book 39; pp. 14.)
4. History in BOOK 35; pp 27

See history on reverse side of car on "Lakina" .

See pp. 68 and 70 in Book 40; for info. on stranding and abandonment of "Oliver Olson" in 1952. Could be 2nd vessel of this name.

8/29/1938/6 She and the "Florence Olson" made trips to Alaska (Valdez) in 1938

Book 38

OLIVER WOLCOTT

Old U.S. Rev. cutter

See "WOLCOTT"

1. No picts.

2. V.G. 8 x 10. pict. Neg. no. S-97

OLSON & MAHONY

Steel steam schooners of the P.C.

Lyman

1,497 tons, was built at Wilmington in 1907 by Harland & Hollingsworth for Olson & Mahony of San Francisco. She carried 1600-M feet of lumber and was powered by her builders with a 1200-hp triple expansion engine. In 1915 she was sold to the owners of the Boleo copper mine of Santa Rosalia, Mexico, who renamed her the "Providencia". She traded for many years between the mine and S.F., going under French registry in 1920 and still being afloat in 1925.

OLYMPIA

Album 26

Side Wheel Gold Rush.
Later "Princess Louise"

1. Port broad at anchor as the "Princess Louise"
from Lewis & Dryden.

INFO. BOOK 35; Page 45

More info. Book 37; page36

D.A.Disp. 4/5/1911 says A.S.S.Co. bought the wreck of the str. "Olympia" on Bligh Id. and will strip her of her fittings and cargo of coal. She was in charge of Capt. J.T. Daniels when lost and her pass. and mail was taken Ellamar by the Government str. "Lieut Donaldson" and the tender "June"

D.A.Disp. 1/14/1914 pp 3; Capt. Walt McCray and divers will try to salvage from "Olympia" and will also go to Sitka and try to salvage from a Russian str. wrecked there over 40 yrs. ago.

Emp. 2/23/1922/6 Wreck of "Olympia" disappears from Bligh Id. V.G. info. Her old Capt., Jimmy Daniels was later lost in a gale on the Atlantic while bringing a steamer around from the East Coast for the P.S.S.Co. from N.Y.

NEWSLETTER KK 91 May, 1957 Originally built for Castle Line. Had an iron hull and a two-cyl. compound engine. Served U.K. to South Africa as pass. & frt. carrier until consolidation with Union Line (forming the present Union-Castle Line) when declared surplus. In early 1890's

(1889) she became a unit of Northern Pacific Railway Co. under name of "Olympia" Operated between Tacoma and the Orient until this service was completely outclassed by the entrance of the G.N.RR steamships "Dakota" & "Minnesota" in 1904. Later in 1904 she was purchased by John Rosene for his Northwestern S.S.Co. for S.W. Alaska service. In 1905 she could carry "25 first class and 300 steerage" and was usually classed as a freighter. Also made occasional trips to Nome and the Hawaiian Ids. Joined A.S.S.Co. in the consolidation of 1908. Hit Dec. 11, 1910 at 12:20 A.M. in 50 mile gale and snow, when Capt. Jim Daniels attempted to anchor behind Pt. Gravina to await daylight. 52 pass and 54 crew. Other masters who served in her were Capts. John Truebridge, Capt. Soule, Capt. Frank Clinger and Jim Daniels.

XXX

OLYMPIA

No. 155339

Album 2.

Album 16

Old Gold Rush

1. Port broad, ashore; 2 lifeboats near bow. G.
2. Port broad, ashore, 2 lifeboats near bow. Album 16
3. Port, broad, sometime later (1920) mast gone etc. "

Jan. 28, 1911 Capt. Dantels one year suspension was reduced to two months--it being established that wreck was due to lack of navigation aids in area. (EMPIRE) Mon. Dec. 18 1910 says Capt John O'Brien ??? Also 52 pass. taken off by boats "Jine" and "Donaldson" and taken to Baldez. Cold as fires went out shortly after she hit. Some suffering. On at 04:00 Sun. rescue ships on scene at 15:00 Her builders in Glasgow were Barclay, Gurdle & Co. She was purchased by N.W. Comm. Co. and placed on the Nome run in 1904. NOME NEWS #1997 3/22/ 1904

Early days of A.S.S.Co.

See Red Scrap Book No. 1. Page 2.

Had a total of 116 persons on board when she hit.
MORE INFO. BOOK #36 Page 2

Stranded on Bligh Island Reer in Prince Willian Sd.
Dec. 12, 1910. Hit at midnight in a snowstorm and gale
of wind. Capt. James Daniels (deceased) attempted to
anchor in the lee of Pt. Gravina when she went ashore.
Wireless operator got in touch with Valdez before her
engine room was flooded and rescue ships went out---arr-
iving there the following afternoon. The 75 passengers
were removed and the following day all crew were taken off.
No lives were lost.

She remained on an even keel for a long time and ser-
ved as an aid to navigation for ships plying the Sound.

M.D. Aug. 26, 1950

Built 1883 at Glasgow, Scotland; 2837 gross; 1730 net
335' x 38.2' x 19.5' as the "Dunbar Castle" Brought to the
Pacific Coast by the Canadian Pacific Co. and placed on the
run to the Orient, 1889. In 1891 she passed to the North-
ern Pacific Railway Co. and came under the U.S. flag. She
was renamed "Olympia" Sold to Northwestern S.S.Co. 1905
and placed on the Prince Wm. Sd. run, out of Seattle.

OLYMPIA

Old U.S. battleship.

1. To be scrapped. ---Album 48; pp. 24.
VG Mag. pict. pp 186 in THECOAST Mar. 1909
PICT. saved from scrapping. BOOK 44; pp 50

Album (23).

OLYMPIA I

Old Sd. Wet-ass.

(1.) At old Seattle wharf with "Emma Harriman"

OLYMPIA MARU

Jap M.S. (Alaska
trade)

Have dosier on her in Lg. G.S. File JAPANESE VESSELS

More under FOREIGN VESSELS (In Alaska)

Try JAPANESE VESSELS too for possibly more info.

Also look in PULP MILLS

1. Pict. at Wrangell mill dock. (PCA-10)

OLYMPIAN

Album 13.

Old steam tug.

1. Stbd. broad, slow, Puget Sound.

VG

EX "Flosie"

"Peterson"

Later "Adeline Fos s"

Built 1898 at Tacoma Wn. as the steamer "Flosie" and used on the Tacoma-North Bay run. Sold to Quartermaster Corps. and was stationed at Port Chilkoot, Haines Alaska Mission as the "Peterson" In 1926 she went back to the Sound and was again named "Flosie!" Had seen some service towing logs around Wrangell, Alaska at this time. Went to San Pedro in 1927 and returned to the Sound in 1932 Sold to Delta Smyth Co. and renamed "Olympian" In 1941 she passed to the Foss Co. and became the "Adeline Foss"

XXX
Album 14.

OLYMPIAN

Large side-wheeler.

1. Stbd. broad, at old Oregon Improvement Co. pier. VG
2. Port, broad, upright in cradle on beach. Album 19.

Built 1883 at Wilmington, Del. Sold to P.C.S.S.Co. in 1887 for the Alaska runs. In 1890 she was in the 'boneyard' at Portland. In 1903 she was lost in the Straits of Magellan while being towed to the East Coast. 1419 gross; 1083 net; 261.5' x 40' (73' over guards) x 12.5'

SKAGWAY DAILY ALASKAN 10/23/1906 'Another attempt to float the stranded str. in the Straits of Magellan, will be made by Capt. John Roberts, well known P. Sd. man.

She was on the Seattle-Victoria run in the early days then taken to the Columbia River in 1886. In 1887 she returned to the Sound and was placed on the Alaska run for a while. About 1890 she was back on the Seattle-Victoria run and in 1891 she went back to the Columbia River where she remained until purchased by C.L.Dimon of New York.

Advertised in ALASKAN (Sitka) 1/12/'89 with "Ancon" and "Geo. W. Elder" to be on Alaska run in June, July and Aug. ALASKAN (Sitka) 3/30/'89 says she was not to come to Alaska but that the str. "Corona" would come instead
Aground in Str. of Magellan. (NOTE BOOK No. 27: pp 123)

OLYMPIAN

Album 14.

Old stern wheeler.

Ex "Telegraph"

1. Port, broad, slow in P. Sd. Name on pennant. VG

Built 1903 at Everett, Wn. as the "Telegraph" a stern-wheel
pass. vessel. Sent to the Columbia River in 1905 and
came back to the Sound in 1909. Rammed and sunk in 1912
at the Coleman Dock by the S.S. "Alameda" Raised and
in 1915 was again sent to the Columbia. Her hull was
rebuilt in 1924. She was dismantled in 1941

OLYMPIC

Album 10.

Old steam tug.

1. Stbd. broad, still in stream; crew on rag-line. VG

OLYMPIC

Pacific Coast Wooden Steam Schooners

Lyman

688 tons; built at Hoquiam, Wn. in 1901 by Hitchings & Joyee for the E.K. Wood Lmbr. Co. of S.F.

Carried 800-M ft. and had a 750 h.p. triple expansion engine

Acquired in 1917 by the Parr-McCormick S.S.Lines of S.F.

She foundered without loss of life on Oct. 24, 1917 85 miles off Puerto Mexico, on the east coast of Mexico.

OLYMPIC

Book (29)

~~Steel steam schooner~~
ex "War Shell"

(1) Port broad. (Magazine cut)

OLYMPIC

P. Sd. ferry. 1954

Ex. "Gov. Harry W.
Nice"

1. Picts. and info. P.W.B. pp. 22; Feb. 1954
For more see card on "Gov. Harry W. Nice"

- 2/ V.G. broadside pict. as "Olympic" P.W.B. Apr. '54.
pgge 23.

Book 32
Album 31

OLYMPIC

PHP--2

P.Sd. Pass and Car Fer.

1. Port bow, slow, in stream. Open nose. G.
2. Stbd. bow at Seattle Pier, sharp bow. (Porthole)
3. Stbd. broad, speed. (Mag cut.)

Capt. G.E. Townsend was skipper on her during War II and she was operated between San Juan and the West Indies. Had no armament whatsoever, and ran in sub infested waters. He left her Jan. 19, 1944. Other ships he commanded were "Goventry" Willard "Thompson" "Zalinski" "Legion" and "Eltinge" M.D. 2/18/50

MORE INFO. BOOK 36; Page 57

Originally built as the passenger steamer "Sonix" at the old Moran Bros. Shipbuilding Co. in Seattle in 1910. In 1924 she was converted into the only ocean going ferry in North America, at the Todd Shipyards. Had a capacity of 50 cars and 1000 passengers and travelled at 16 knots. She was used on the Straits run, making two trips daily on the Port Angeles--Victoria, B.C. run, under the P. Sd. Nav. Co. Later she ran on various inland runs as the Edmonds-Port Townsend run and the Seattle Bremerton run. In her latter days she was laid up at Eagle Hbr. until eventually being taken over by the Army in War II.

Army took her, after conversion to a river transport, to Dutch Guiana, for use on the Surinam River. She was renamed the "Col. Franklin S. Leisenring" What became of her after the War is not know. Some say she was sold under the Dutch flag and is still being used on their South American rivers; others says she was scrapped. Army records at S.P.O.E. fail to disclose her fate.

M.D. 11/19/'49

OLYMPIC PIONEER

PHP--2

Lg. Modern carrier

1. Port near broad, slow/ (Perthole Pict.)

Owned by the Olympic S.S.Co. who purchased the vessel from the U.S.Maritime Comm. May, 5, 1947. She has been operating in all ports of the world and June 18, '49 M.D. says she made her home port (Seattle) for the first time since being purchased,---this week. (Olympic has docking facilities at piers 28 and 48)

Built at the Kaiser Richmond yard in 1944.
7216 tons gross. 422' long and 57' beam.

OLYMPIC SUN

New super-tanker '54

1. Info. only

Album 43.

O. M. ARNOLD

N.E.F.Co. cannery

1. no picts.

6/24/1939/8 67' tender hit reef outside of Hawk Inlet at 03:00 today while bringing Supt Andy Gunderson, wife Amelia and several guests to Juneau. Ran on full speed at high tide and was high and dry later. Refloated by cannery tender "Seakist" and proceeds to Juneau not too badly injured.

8/19/1939 "O.M. Arnold" sinks near Cape Lynch. Reported to have hit a rock last night off the Cape but had freed herself....

8/21/1939 More on "Arnold" sinking---off Timbered Island

O.M.CLARK

~~Pacific Coast Wooden Steam Schooners.~~

~~Lyman~~

844 tons; built 1913 by the Matthews S.B.Co. at
Hoquiam, Wn. for the Chas H. Higgins, S.F.

Had 625 h.p. triple-exp. steam made by the United
Engineering Wks. and carried a million ft. of lumber.

She was burned at Lambert's Point, Va. Oct. 27, 1918.

1. Stbd. near broad aft. being towed by old tug. (Mag.cut)

ONANDAGA

Album 6.

U.S.C.G. Cutter.

1.

Stbd. nearly broad at Seattle Pier.

VG

ONONDAGA

Old U.S.C.G. cutter

1. No picts.
2. To be sold.

BOOK 44; pp 7

Built 1898 at Cleveland, Ohio as a sister ship to the
"Algonquin" 736 tons. and carried 7 officers and 40
men.

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

Owned by McCormick Mehan. 82' long.
Skippered by Mike Shain of Shain Mfg. Co. in Aug. on
cruise to B.C. Bob Close was engineer.

She was ashore at Marmion Island in July, for a
few hours (1950) Anchored too close and went dry.
C.G. 83524 stood by. She was undamaged.

ONEONTA

Old Wet-ass
Lewis & Dryden

1. Port broad, speed; near wooded shore.

ONEONTA

Album 10.

Album 11.

Large steam tug.
Of Astoria, Ore.

1. Stbd. broad, slow, at sea; towline out. G

2. Taking sea on Col. River bar.

Emp. 1/2/1923/6 St. tug "Oneonta" went out from Astoria today in answer to a call for help from the tug "Forest King" which was towing the barkentine "Forest Dream" in a bad gale. So far neither she nor the C.G. "Algonquinn" has been able to find either unit....

Emp. 1/17/1923/6 Tug "Oneonta" towing the sch "Vigilant" at mouth of Col. river yesterday , is unreported today in a gale...

1. Stbd. qtr. in stream. (Mag. cut)
2. Port bow towing barge Hawaiian Isles. (Mag. cut)
3. Port broad from above inside breakwater. (Mag. cut)
4. Air view showing her at wreck of "Andrea F. Luckenbach"
5. Good view closer, at wreck of Luckenbach liner.
(In P.M. Boat Mag. Oct. 1951 which I have retained)

2. and 4. above are in Book #34 page 16

2 and 3 above are in Book 33. Pages 14 and 15

Info. pp. 7; P.W.B. May 1954. (Derivation of name.)

6. Ends long tow. Book 42; pp. 40.

7. Fantail pict. and some info. pp. 14, PWB; May, 1956

143' ATA type tug built at Orange, Texas during War II for the Navy. Built in 1945 by Livingston Sh. Bldg. Owned for 2 years by the Hawaiian Pineapple Co. she has a crew of 20 with a Hawaiian Master---Capt. Robt. Nakea.

She has two 925 G.M. diesel generators which generate 500-v. for the two 750 h.p. electric motors

In 1951 she was owned by the Isleway's Ltd. of Honolulu, T.H. (Subsidiary of Dole Hawaiian Pineapple Co. 143' 3" overall. 134' 6" b. p. 33' beam. 17' 2" depth 15' moulded draft and gross tonnage of 516 tons.

111 gals fuel per hour at 15 knots. Carry 59,000 gals and cruise range is 530 hrs. full power or 700 hrs at three-qtr. power. Has double drum winch 1800' inch and 3/4 on one and 1800' of 2" cable on other.

She towed 3 Navy destroyers (surplus) from Honolulu to S.F. Calif. in 21 days despite bad weather.

ONWARD

U.S.C.&.G.S. vessel.

1. Picts. and info. Book 42; 4, 13.

ONYX

Old Shakan schooner

1. No pict.

JUNEAU CITY MINING RECORD July 2, 1891 says she was at
'Chican' (Shakan) loading lumber cargo to be taken to
Juneau.

ORA

Yukon River steamer

1. No picts.

Built 1898 on Lake Bennett by the Bennett Lake and Klondyke Nav. Co. 69 tons; Dismantled in the spring of 1903 and made into a barge.

4/18/1901 will be run this year by Capt "Henry Baily, formerly on the "Sybil"

ORAELOWELL

Col. River tug.

1. Pict. and info. Book 42; pp. 7.

OREGON

Historical Sail and steam.
Print from Lewis & Dryden

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

Album 2.

Album 26

Old. Gold Rush Pass.

1. Stbd. broad, ice at Nome June, 11, 1904. G
2. Stern view. High and dry on Lawson Creek flats
Douglas Island about 1904. P.C. Album 1.
3. Port broad, speed, at sea. (From Lewis & Dryden)
620 neg. and 5x7 print.

VG History BOOK 35; pp 10

She left S.F. Feb. 26, 1905 and had a bad cargo fire at sea which forced her to put into Crescent City on the 28th where she was beached and the fire extinguished.

MORE INFO. AND HISTORY BOOK 35; Page 10

On Jan. 2, 1906 she was aground on Douglas Island. 11/5/1900 bottom of shore-boat fell out at Nome and 16 persons including 1 lady went in the 'drink'. All saved

Early days of A.S.S.Co.
See Red Scrap Book No. 36. Page 3.

WRECKED ON CAPE HINCHINBROOK SOMETIME PRIOR TO 1910/??
(Empire Apr. 18, 1910)

Built 1878 at Chester, Pa. 2335 gross; 1642 net;
283' x 37.4' x 23.4' 71 crew 1700 h.p.

Wrecked on Cape Hinchinbrook Sept. 13, 1906 None
were lost out of 121 persons on board.

On July 9, 1902 she left Seattle. Began leaking off
Vancouver, B.C. but proceeded on to St Michael then Nome.
She developed engine troubles which were soon fixed but
was still leaking so Capt. Seeley was going to beach her
at St. Michael. However, the weather was good so he de-
cided to continue on towards Seattle. In Bristol Bay she
had rudder trouble and made Dutch Hbr. where she was beach-
ed. Water kept gaining in holds and for a while it was
believed she would become a total loss. She however,
managed to get fixed up enough to run on to Seattle where
she was repaired.

About Feb. 1904 she blew ashore on Lawson Creek Flats
across from Juneau during a severe 'Taku' wind. Reloated
two days later undamaged.
At Nome 8/10/1901 Capt. Geo. Seeley.

Owned by the N.W.S.S.Co. she ran aground on Cape Hinchinbrook at midnight Sept 13th, 1906. Was more than 30 years old. Originally built for the Portland---S.F. run In 1896 she sold to Sol Simpson and was placed on the Skagway and Nome runs. Later she passed to the N.W.S.S.Co. and was used mostly on the Seattle-Seward-Valdez run.

9/29/1901 DAILY ALASKAN (Skagway) says she is 'safe at Seattle. Had lost her rudder about 205miles S.E. of Unimak Pass with 500 pass. on board. Capt. Seeley. The ocean str. "Empress of China" happened by and gave her supplies. Storm lasted a week and they were finally able to rig a jury rudder and proceed to Port Townsend.

F.D.L. Sept 18, 1906 says she hit Thurs. Sept. 13th on Nutchek Id. near Cape Hinchinbrook. Capt. Soule was former on the "Edith". He was on the bridge when she hit. Had 60 pass. All O.K. Party started to row to Valdez and met the U.S.L.H.S. "Columbine" which went to the rescue. Operated by the Northwestern S.S.Co.

DYEA TRAIL 2/25/98 says she had been ashore on this trip north, near Treadwell for 24 hours in a severe Taku wind. She took a bad list but floated off apparently undamaged.

OREGON

Album 10.

Old steam tug.

1. Port, broad, speed, Puget Sound scene.

G

May later have been renamed the Port ~~Huana~~eme" ?

OREGON

Cannery tender-tug
~~Columbia River Pkrs.~~

1. VG pict. (Envelope in Lg. G.S. File SHIPBUILDING
Nilson & Kelez Yards)

OREGON

No. 214322

Pacific Coast Wooden Steam Schooners

Lyman

989 tons, built 1916 by Peterson, Aberdeen for Wilson Bros. S.F.

Had 550 h.p. triple ex. steam.

She was laid up at Frisco in Aug. 1929.

She is being dismantled in the Oakland estuary along with tow other survivors of the steam schooner fleet---the "Svea" and the "Idaho" M.D. 11/25/50

Burned for scrap in the Oakland estuary on 'rotten row' where she has lain for years----in Apr. 1951

OREGON

No. 215742

Album 2.

Book 29

Album 3.

Motor-ship Wood, St. Sch.

1. Port nearly broad, backing away from dock. G.
2. Port broad, underway, deck load. G.
3. Port qtr. loaded, at sea. (Magazine cut)
4. VG pict. (Lg. G. S. File under SHIPBUILDING in envelope of Nilson & Kelez Yards.)

Emp. 4/10/1924 "Oregon" M.S. of Independent S.S. Co. arr.
 Juneau today on first trip. Capt Karbbe. Has (10,000)
 h.p. diesels!!! 1224 Net tons.
 Emp. 6/23/1924/6 New Frt. "Oregon" Capt P.H. Karbbe arr.
 Crew of 30. Loads lumber for Skagway. Indep. S.S. Co.
 Emp. 3/17/1928/8 M.S. "Oregon" seized at Juneau--had 24
 bottles of booze on board.
 Emp. 3/23/1928/8 Capt. J.B. Edwards of the "Oregon" pays a
 heavy fine.

Launched Feb. 17, 1917 at Seattle yard of Nilson & Kelez, which was leased in 1916 by the Alaska-Pacific Construction Co. a subsidiary of the Pacific-Alaska Nav. Co. (one of the forerunners of the Pacific S.S.Co.)

1849 gross; 1357 net; 215' x 41.9' x 20.5' 26 crewmen.

Carried 1500-M ft. lumber and was to have been fitted with two 650 h.p. Southwark-Harris diesels but due to a long delay she finally received a pair made by McIntosh & Seymour of the same power.

She was owned by her builders until 1923; then the Independant S.S.Co. of Juneau, Alaska acquired her. Her last arrival at Seattle from Juneau was in Sept. 1936; In 1939 she was sold (Nov.) to McGintie & McDonald who resold her in 1942 to the Armour Salvage & Towing Co. of Vancouver, B.C. for conversion into a barge.

D.A.Disp. 1/19/1917 pp.7 New M.S. "Oregon" of the A.P. Nav. Co. will be launched at Seattle in two weeks. Was to be fitted with two Southwick-Harris diesel of 600 h.p. each. Classed as combined Frt. and Pass. To have 80 cabin and 40 steerage accomodations. Can carry 1,500,000' of lumber.

She passes out of registry in 1948

OREGON

Old U.S. battleship

1. No picts.
2. Good pict. in Apr. '52 SHIPS & SAILING page 40

Some history---and is to be scrapped. Album 48; pp. 24
M.D. 3/17/1956 Now at Guam and tenders for scrapping her
have been let, from Brooklyn Navy Yard. Bids range from
\$208,000, from Massey Supply Co. of Guam, and \$151,777.
from Ocean Bulk Carriers to \$60,750. bid by Dulien Steel
Products, Inc. of Seattle. Successful bidder will tow
the old vessel to Japan for scrapping.

She was known for famous 'dash' around the Horn in 1898
to join U.S. fleet at battle of Santiago, de Cuba which
cleared Spanish sea power into total oblivion. Left Seattle
(Tacoma) 3/7/1898 and made the 14,706 mile trip in 68 days
with one stop at Callao, where crew given shore leave.
Left Tacoma under command of Capt. Alex H. McCormick who wa
replaced at S.F. by Capt. Charles Edgar Clark.

She was built at S.F. at cost of \$6,000,000. and comm.
7/5/1896. She was at Tacoma Feb. 15, 1896 when work came
of sinking of the battleship "Maine"

In recent years she has served as a fuel oil storage
tank at the U.S. Naval Station at Guam, the largest of the
Marianas. Was sent there W.W. 2. & stripped to her decks.

OREGON CITY

Steamship. 1919

Empire 3/31/1919 She was to arrive with supplies at Port
Walter, from Seattle.

XXX

OREGON EXPRESS

Album 16.

Motor-ship freighter.

1. Stbd. nearly broad aft. nose ashore, even keel. VG

OREGON MAIL

PHP. 2.

C-3 Frt. vessel.

Am. Mail Lines

1. Port bow, two Miki tugs assisting. (Porthole)
2. Paid salvage claims to "Java Mail" Book 39; pp. 4

History in 1947 DIARY Page Feb. 8.

Built at Pascagoula, Miss. in 1945 7886 gross tons/
Lost her rudder early in Mar. 1951 during a Pacific Crossing and was escorted to a Japanese Port. A new rudder weighing 12 tons was shipped to Japan for her, by frt. Ruder was made by the P.Sd. Bridge & Dredge Co. and repair work will be done at a Japanese yard.

(American Mail Line fleet consists of six C-3's and three C-2's. Pres and Gen Man. of Co. is A.R.Lintner)
M.D. Mar. 17, 1951

OREGON MAIL

Am. Mail Lines 1964

2nd of name.....

M.D. 2/22/1964-- To be launched Mar. 20, 1964 with appropriate ceremonies from the yards of the National Steel & Shipbuilding yards at San Diego, Calif. according to Capt J.S. Swanson, chief of the Am. Mail Line's planning division. Sponsor will be Mrs. Worth B. Fowler, wife of Pres. of AML.

\$12,-million Mariner-class vessel is scheduled into service early in Oct. 1964 for the Seattle head-quartered company. Will have a normal service speed of 21 knots and deluxe accommodations for 12 passengers.

She joins three sister ships launched in 1961-1962---the WASHINGTON MAIL, JAPAN MAIL, and PHILIPPINE MAIL. all steam turbine vessels. A 5th vessel will follow her off the ways in a few months---the SS "CANADA MAIL".

All are fast cargo liners in the company's trade route to the Far East with calls at key cities in Japan, Korea, Formosa, the Philippines, Okinawa and Hong Kong...

OREGON PINE

6-masted sch. 1920

Empire: 7/12/1920/8 "Oregon Pine" soon to put to sea on her maiden voyage. 6-masted; 287' long and has 210' topmast. 8000 yds of canvas. A sister ship the "Oregon Fir" is also being built at Portland. Will carry lumber from Pac. N.W. to Australia. Are the largest of their kind on Pacific coast.

1. Stbd. broad slow, loaded with lumber. (Mag cut)
2. Stbd. bow, slow, loaded with lumber (Mag. cut)

ORIENT

Cannery tender

1. VG picts. at Juneau 1956 (PCA-10)

ORIENTAL

No. 19418

Sailing ship

A.P.A. 1901

1. No picts.

Built 1874 at Bath, Me. 1688 gross; 1550 net;
220.1' x 42.2' x 24.9'

Emp. 5/16/1925/6 Str. "Otsego" is towing the old bark
"Oriental to Alaska. This will be her last trip North.
Up to this season she has always sailed North.

Album 26

ORIFLAME

Old side-wheel steamer
From Lewis & Dryden

1. Port broad, at sea. (620 neg.)

ORION

Album 14.

Old whaling ship.

1. Port, broad, at sea; near scene of "Valencia" wreck.

ORION

Lg. German yacht.

1. Info. only (Sold---333' long) Ex. German.

Album 43. pp. 10.

ORION

Lg. new ('54) Pac. liner.

1. Pict. and info. Book 42; pp. 12.

ORITANI

Med. steamer
A.T.Co. "Tyee"

1. Picts. as the "Tyee"

Info. Book 35; Page 26

Album 26

ORIZABA

Old side-wheel steamship
From Lewis & Dryden

1. Port broad at sea. Sketch. (620 neg.)

ORIZABA

Later "Northwestern"

Early days of A.S.S.Co.

See Red Scrap Book No.36 Page 3.

ORIZABA

Some sort of old str.
used in laying cable
in Bering Sea in 1900

1. No pict.

Wrecked on Rocky Pt. reef, St Michael Island Sept. 17, 1900 while laying cable in that area. (Information from old ALASKA MINING RECORD.

Wrecked Sept. 16, 1900 at 18:30 Broke her back and may become a total loss. NOME NEWS or CHRONICLE. No loss of life.

DOUGLAS ID. NEWS 6/28/99 says she arr. Douglas today.

Capt. C.E. Hinkle who used to be on "Geo W. Elder" was Master, and Purser Bush, ex. of the "Alki" was also on her.

D.A. Disp. 10/24/1900 "Orizaba" of P.C.S.S. Co. wrecked on Rocky Pt. reef on St Michael Id. Sept. 17th while laying cable, for the Government. Is a total loss and has been stripped and left to her fate.

ORMES

Med. str.

A.T.Co. "Taku"

1. Picts. as the "Taku"

See card on "Taku"

ORONSAY

Canadian-Australian
Liner.

1. Some info. pp. 29; Book 41.
2. Some info. pp. 7; Album 48
3. Some info. PP. 17; Book 42.

ORPHEUS

Old Pacific sailing
ship. 1875.

See info. on her on collision with "Pacific"

ORSOVA

New. (1954) S.S.

1. Info. only on unit of Orient Line. Book 42; pp. 25.

ORSOVA

Lg. Canadian liner

1. Pict. and info.

Album 43.

2. VG porthole pict.

(PHP--4)

OSAGE

Album 14.

Small Mail, Frt. Pass.

1. Stbd. broad, speed, Puget Sound. VG
2. VG. Port broad, speed. (PCA--7)

See all data I got on her in my personal letters file
Lg. G.S. between OLIVER'S INLET and PALACE THEATRE

Owned and operated by C.M. Countryman, made her final
run on the Bellingham---San Juan Islands run Nov. 22, '50
She is through----6 other outfits bid on the contract and
said contract was still pending in Nov. 25, 1950 M.D.

Book 32

OSAGE

Album 27

Miki type tug of
Ocean Tow, Inc.

- ① Stbd. bow towing "Delta Queen" (Mag. cut)
- ② Stbd. broad from air standing by "Delta Queen" ashore
(Mag. cut)
- ③ Stbd. broad, at Seattle Pier.

1200 Enterprise powered Miki 127' long and skippered
by Capt. Otto (Dutch) Barkhausen at time picture was taken

OSAKIS

Pacific Coast Steel Steam Schooners.

Lyman.

4834 tons; built at Arlington N.Y. by Downey Shipbuilding Corp. for the U.S. Shipping Board

386.8' x 52.2' x 27.4' 3000 h.p. triple exp. eng.

Sold in 1926 to the Finkbine-Guild Trans. Co. of Wilmington, Del. and renamed the "Manhattan Island".

In 1931 passed to Swayne & Hoyt and renamed the "Point Brava"

Sold with four of her sisters to the Ocean Dominion Line late in 1939 and a year or so later renamed the "Alcoa Guide"

In Nov. 1940, she ran ashore in the St. Lawrence about 80 miles east of Quebec and her bottom plates were badly damaged; but she was back in service in a few months.

OSCAR B

No. 155344

Album 12.

Small old steam tug.

Now "Rouse" Foss Co.
"Wallace Foss"

1. Port, bow, a/s "Mystic" at old Seattle Pier. VG

Built 1899 at Tacoma, Wn. 27 Gross; 18 Net;

55.6' x 14.5' x 5.6' Formerly Gas screw "Oscar B"

After many years of faithful service under the ownership of the Bleaken Towboat Co. towing logs and shifting barges she was layed up in the Snohomish River near Lowell. She was in a sad state of disrepair having lain there about a year or two when in 1913 Capt. L. Rouse bought her and towed her to the Fryberg Marine Ways at Ballard where under the watchful eye of Capt. Jake Huckins she was completely overhauled and a new Swedish diesel of 100 h.p. made by the Advance Eng. Co. was installed. She was renamed "Rouse"

Other men who served in her as master were Walt and Bill Stark and Ray Hall. She later passed to the Foss Co. and has given some 34 years of service after coming to life again from her mud berth in the Snohomish River.

SEE ACCOUNT UNDER CAR FOR "WALLACE FOSS"

OSCAR & HATTIE

Old schooner

1. No picts.

Some info. Book 35; Page 54

1/19/'89 Fishing sch. "O & H" Capt. S.L.Calder, arr.
Sitka, 16 days out from Port Townsend. She took on ice
at Glacier Bay last Oct. and sold it on the Sound. 81 tons
Register. She is to fish halibut around Sitka. Owned by
Capt. Christian Johanson.

OSCEOLA

P.C. tug 1964

1 Pict. Lg. G.S.File under ALASKA BARGE & TRANSPORT, INC.

Powered with a 2400 h.p. Alco diesel.

OSLOFJORD

New Norwegian M.V.

1951 model

20 knot.

1. Stbd. Broad, slow at sea. (from air.) Mag. cut.
(Book # 34 page 13)

Book 32
Album 22.

OSPREY

Old B. of Fisheries
Later "Foss 19"
"Wigwam"

1. Port broad, in Ketchikan Harbor.
2. Same as above but Mag. out.

D.A. Disp. 10/19/1915 pp.5; Inspectors Whitney (Geo. H.) and Peter A. Peltret surveyed her and found her unseaworthy. They will condemn her at Ketchikan. They have also recently condemned the "Gedney" and "McArthur" of the Coast Survey.

Emp. 4/14/1921 Fisheries str. "Osprey" sold at public auction today to Mayor J.G. Grant of Wrangell for \$550.00

Built at S.F. in 1895 72' x ~~22~~ 17' x 6' Has one Scotch marine boiler and a compound engine of 85 h.p. 40 gross;

Built 1895 at S.F. Calif. 50 Gross; 31 Net;
72' x 17.3' x 6'

Built the patrol yacht "Wigwam" for the Alaska Pkrs. Assn. After long service she became the Bureau of Fisheries "Osprey" for service in Alaskan waters. Then she was sold and became the tug "Wigwam" later passing to the Foss interests who renamed the vessel "Foss 19" She was originally steam--later had a 100 h.p. oil engine and then was powered by Foss with the present 240 h.p. Enterprise.

D.A.Disp. 6/26/1913 Str. "Osprey" to come to Juneau; Is first vessel ever bought by the Bureau of Fisheries for their work in Alaska. Ward T Bower is Fish Commissioner.

D.A.Disp. 7/16/1913 Bought from P.A.F. last fall has 100 h.p. engine and does 10 knots. She will be operated by Capt. Edwin Hofstad of Wrangell and Engineer Jacob Gjoen.

OSSIPEE

Very old gun-boat
Sitka --1867

Very little on her other than that she is mentioned--see back of card on "Cyane"

Ossipee Channel between Bushy and Schrubby Islands (Snow Pass) was probably named for her.

ALASKAN (Sitka) 5/30/'91 Continued from card on str. "John L. Stephens" The "O" had left with Gen. Rousseau and his staff and was stripped by gale off Cape Omaney on 21st nearly lost. Finally returned back to Sitka with big shots completely demoralized. They were quartered on the "John L. Stephens" for a while then finally induced to return South to S.F. on the "Ossipee" Return trip was uneventful.

OSWELL FOSS

Album 13.

Foss L. & T. Co.
Diesel tug.

1. Port, broad, speed, under bridge.

VG

OTH0

Whaling schooner

1. No pict.

Reported as missing along with the "James A Hamilton" and "Annie" in 1889 after there was no trace of the three schooners found in the Arctic according to word brought down from Unalaska on the str. "Bertha" Over 60 men were lost in all.

Lg. moulded barge.
Ocean Tow, Inc.

- ① Port bow, Seattle Hbr. stern of tug showing. (Mag.C)
- ② Port broad, towed by El Sol" (Mag. cut)

2600 long tons capacity. 260' x 48' x 15'

OTSEGO

Album 4.

Libby's

Album 21.

Lg. Cannery ship.

1. Stbd. broad, still in stream under Libby's colors. G.

2. Stbd. qtr. ashore with port list.

3. PICT. BOOK 32; pp 42

INFO IN BOOK 36; Page 39

Emp. 9/18/1924/6 The former German riader "Prinz Eitel
Frederick", now the "Otsego", was purchased two years
ago by Libby McNeill & Libby and is now at Taku Hbr.
Capt. O.J.Neilsen in command.

Album 26

OTTER

Historical sail-steamer
From Lewis & Dryden

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

A vessel of this name was registered at Sitka 12/15/'68
from Victoria, B.C. as a British str. under Capt Herbert
G.Lemis. 219.16 tons burthen.

OTTO

Am. sealing schooner
1884

In 1884 she and the "Alexander" took 1700 skins.

OTTER

Stikine River steamer

1. No picts.

Stern-wheel steamer operating on the Stikine prior to the Klondyke gold rush. She wrecked on the Stikine in 1897.

OTTER

Old unit of C.P.Nav.
Co. 1902

1. No picts.

As a unit of the Canadian Pacific Navigation Co. she was in Skagway Sept. 11, 1902 on her first trip with 300 tons of frt.

This may be the same Str. "Otter" that left Sitka 9/15/'68 for the Stikine and B.C. under Capt. Herbert G. Lewis. 289 tons burden.

OTTER

Album 15.

Old stern-wheeler.

Book 29

1. Stbd. broad, speed, near wooded shore. G.
2. Stbd. broad, speed, (Mag. cut)

Some info. in Book 37; page 35

Album #3.

OTTER

Wooden Steam sch.

1. Port, nearly broad, slow in stream; passengers. G.

OTTO GILDEMIESTER

Sailing ship.

Barge.

1. No picts.

See "Homeward Bound"

Book 32
Album 3

OUTAGAMI

Lg. Army St. tug.

1. Stbd. broad, slow, Seattle waterfront.
As. L.T. 54 VG.
2. Stbd. broad, still in stream. (Mag. cut)

Bud Meagher and Jim Arnold took her north on her first trip. Also Mate Chet Peterson formerly with American towboat Co. Willard Howard, second Mate (indian) Frank Penny was first Assistant and Cook Pat Berry.

1. High and dry in Wrangell Narrows.

7/19/1928/6 "Oaxaco" may be pulled off on 21st-big tide.
 Has three holes in her bottom
 7/23/1928/ "Oaxaco" still on rocks. Skds placed under
 hull and rocks blasted. May refloat on Aug. 2.
 7/27/1928/6 "Akutan" damaged her keel at the scene of the
 "Oaxaco" wreck and had to be beached nearby for repairs
 She was refloated O.K. today.

Hit reef inside of Bn. # 6. in Wrangell Narrows July 15, 1928 Was being used as a yacht by G. Allen Hancock. Later floated off and made Petersburg. Leaking badly, The "Akutan" stood by until the "Salvage King" arrived and made temporary repairs.

Emp. 7/9/1928/3 S.S. "Oaxaco", owned by G. Allan Hancock, of Los Angeles, arrived in Juneau July 7th with a tour party of 14 people on a months cruise. She is 1800 gross tons and just under 300' long Built in Eng. during War I, as a mystery ship. Has since been rebuilt and used on the Los Angeles to Mexican ports frt. & Pass. haul. Carries a crew of 38.

Emp. 7/13/1928 "Oaxaco" piles up off Keene Island Bn. in Wrangell Narrows and today was in a dangerous position.

Hancock was on the bridge and piled her up himself.

U.S.L.H.T. "Fern" removed all pass. Was southbound.

Has good possibility of becoming a permanent land-mark.

7/14/1928/2 Wrecking str. "Akutan" is on scene.

7/16/2 "Oaxaco" taking water. "Cygan" and salvage tug "Salvage King" both standing by.

OZMO

No. 201550
Ex Hugh Hogan.

MORE ON 3x5 file card.

Empire: 6/17/1919 pp.2 Sch. "Ozmo" soon to enter the Alaska trade, has a very interesting past. Formerly the "Hugh Hogan". Was owned Shields & Knafllich, who bought her in 1915 from Tidewater Mill Co. of Portland Ore.

They sold her to W.R.Grace & Co. who in turn sold her to Swedish interests. The Swedes put engines in her and converted her to a double decked carrier. They owned her in 1916 when she was detained at S.F. by the U.S.Govt. suspected of being a German sea raider. Since she was held at S.F. the Swedish owners sold her to Geo. W. McNear of S.F who sent her on a trip to New Zealand, then on another trip to Valparaiso, Chile.

Sold to the Northern Commercial Co. by McNair & Co. and will be placed on the Seattle to Kuskokwim River ports trade. (Bethel) She lost her rudder about 2600 miles off Cape Flattery in 1916 but made port. Later she escaped capture by the Canadian Govt. as a raider.---they had been advised she left Shangai and had the cruiser "Rain-

bow" on the lookout for her at Cape Flattery. She eluded them and went on to S.F. for radder repairs and was seized by the U.S.Gov't.

No. 201550 Built 1904 at Marshfield as the "Hugh Hogan"
746 gross; 562 net; 160' x 38.8' x 9.8' crew of 14
400 h.p. gas. engines.

Emp. 5/25/1921 M.S. "Ozmo" loads at Seattle for Kuskokwim.

Emp. 5/17/1922 St. sch. "Ozmo" is on the rocks of Cape Blanco, Ore. with 25 persons on board. Hit at 03:30 today. About half the crew took to the boats---rest still on board. Owned by the Northern Comm. Co. Steam tug "Fearless" out to the rescue. Fog. Had 400 tons frt. for the Kuskokwim.

Emp. 5/18/1922 "Ozmo" picked up by tug "Daisy" and is being towed to Astoria.

Emp. 5/20/1922 "Ozmo" sank off Coos Bay Bar last night.