

**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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(1) Port broad, afloat on boat hbr. grid.

Book 32

P 115

Album 15.

Army Crash boat.

1. Stbd. broad, at Pier C Seattle, VG

2. Three good views of any Army Crash boat. (Mag. cut)

105' long

These vessels were built by Stephens Bros at Stockton, Calif. Hillstrom Shipbuilding Co. North Bend, Ore and the Sagstad Shipyards in Seattle.

Sagstad Shipyards also build 104' Aircraft Rescue Boats. Powered with three V-12 Kermath, 550 h.p. Sea Raider marine gas engines.

PACIFIC

Juneau mailboat
Bert Caro's

2. V.G. picts. as originally built. (Book 48; pp. 46)
1. Stbd. bow; heavily iced coming into Juneau wharf.
(Framed pict on wall.)
2. With other boats at City Flrat. Old. (PCA-10)

Emp. 11/19/1926/6 "Pacific" remodelled at Hoonah. Hull
raised 2' and 2 1/4' more beam added. Increased to
78 tons capacity of hold. etc. Capt. Clarence Geddes.
Will take Caro family to Seattle for trip and bring
frt. back.
Emp. 11/30/1926/6 "Pacific" damaged by fire in engine
room and towed to Petersburg for repairs.

D.A.Disp. 4/18/1910 says she and the "Rustler" were to take over the run of the "Georgia" which was south for an overhaul. Capt. James York and purser Manning were on her.

D.A.Disp. 11/4/1916 pp.2; "Pacific" owned by C.E.Tibbits, hung up on the rising tide, at the city float and sunk. The engineer was asleep and woke up when the water poured on the hot stove. She can be raised.

D.A.Disp. 11/10/1916 pp.3 "Pacific" was raised and beached and today she caught fire from an overheated stove and her hull was saved by the fire Dept.

EMPIRE: 7/19/1934 (Empire--20 yrs. ago 1954) M.S.

"Pacific" Capt. Paul Kegel, was going into private shipping, it was announced by J.B.Caro & Co., owners.

Emp. 6/1/1920/8 "Pacific", Capt. John Winn, took the run for the "Estebeth" to Skagway, while the latter is on the beach for repairs.

Emp. 3/3/1925/8 J.B.Caro & Co. bought "Pacific" from E.A. Rasmuson, of the Bank of Alaska. Will make business trips for their firm. Capt. Clarence Geddes in command.

Emp. 3/11/1927/6 "Pacific", Capt. C. Geddes, to start run Port Alexander & way ports (Run vacated by "Estebeth")

PACIFIC

Pacific Coast Wooden Steam Schooners

Lyman

1240 tons; Built 1920 by Kruse & Banks at North Bend for their own account.

Had a triple expansion engine of 850 h.p. built by Pacific Marine Iron Wks. of Portland, Ore.

In 1922 sold to W.R. Chamberlin, of S.F. and renamed "Barbara C" and still trading under that name and ownership in 1946.

Album 26

PACIFIC

Old Side-wheel ocean str.
From Lewis & Dryden

1. Port broad, at sea. (620 neg.)
2. Pict. and info. (S&S Mar. '53; pp 16 to 20)

PACIFIC

Old steam frigate

1. Not sure on her---she may be in Lewis & Dryden.

Sank off Cape Flattery on night of Nov. 4, 1875 with loss of over 250 lives. Only 2 saved. Collided with the sailing ship "Orpheus" SEE BELOW

That the binnacle was from the "Pacific" however is highly improbable as she was lost in 1875, and the first ship in the world to be rigged for electricity was the S.S. "Columbia" of the Pacific Mail Line in 1880, according to word from Tom Sandry. The binnacle still carries the electric wire by which she was lighted and burned into the mahogany inside the binnacle housing.

EXTRACT FROM JUNE, 25, 1949 Marine Digest in story of old binnacle brought up from off Cape Flattery by a beam trawler early in 1949.

The "Orpheus" thought the "Pacific" unharmed and proceeded on her way only to be wrecked in a few hours on rocky coast of Vancouver Island. M.D. 12/2/50

Departed Sitka 8/21/68; for S.F. Capt. Chas. F. Winsor commanding.
Arr. Sitka in Aug. 1868 from S.F. and Victoria, B.C.

PACIFIC

Juneau mailboat

1/2/1933 "Pacific", Capt. Paul Kegel, hit a rock off Whitney Island at 07:15 Fri. Dec. 30th in a snow storm sustaining some damage and a bad leak. She bounced clear however, and proceed to Petersburg where she was pulled out and repaired.

1/5/1933/6 Halibut boat "Excel" arrived with the "Pacific" mail, Mate W.A. Seppanen of the "Pacific" acting Capt. while the "Pac." is being repaired at Petersburg.

12/5/1933/6 "Pacific" arrives, ice-covered; Worst trip in Paul Kegel's memory.

PHP

③

PACIFIC BEAR

C-2 carrier of Pac.
Far East Lines '51

- ①. Port broad, slow near barren hills. (Porthole)

10775 ton C-2 cargo carrier one of five owned by Pacific Far East Lines. The others are the "China, Calif. Indian, and Phillipine Bears" Each carries 12 pass. only.

M.D. Jan. 27, 1951

Passed to Coastwise S.S.Co. in fall of 1957 and this vessel and the "PHILIPPINE BEAR" were both placed on the company's Alaska runs---allowed to carry 12 passengers. See file card on COASTWISE LINE, also pp 8 in Winter 1958 SHIPS AND THE SEA)

PACIFIC CHIEF

1951 Unit of Pacific
Coyle Nav. Co. Ltd.

1. Picts. as the "ADAK" (Ex. Owens Logging tug)

Delivered to Vancouver, B.C. by Henry Museth (Capt.)
in ~~Feb.~~ Jan. 1951. The same company also bought the
"Santrina" from Coos Bay and will bring her up to Van. B.C
late in Mar. 1951 M.D. Mar. 17, 1951

PACIFIC ENTERPRISE

Coastal frtr. 1949

1. Distant view of her wrecked off Pt. Arena 9/9/'49
(PCA--7)

1. Np /g/1/p/v/s.

1. Stbd. bow from dockside. (Mag. cut) Page 25.

2. Good info. (Apr. 1956) (Book 44; pp. 31.)

3. VG info. (Lg. G.S. File under OCEAN FISHING VESSELS)

4. More info. BOOK 35; pp 30 as "Mormacray"

5. Info. sold. etc. BOOK 44; pp 31-37-39

5/27/1948/8 Murder reported on "P.E." in Berlin Sea. C.G.
"Northwind" speeding to scene.
12/9/1949/2 Maritime Comm receives 7 bids for "Pac. Ex"
two from foreign nations. VG There were four major
conditions attached to the sale.
11/15/1951 Bez protests sale; says Russians may get it!

Large Freight vessel taken over from Moore-McCormac Line by Maritime Comm. then turned over to Nick Bez and his Pacific Exploration Co. (Reconstruction Finance Corp) as a processing and experimental vessel. Was operated on South American tuna banks and in the north as mother ship for king crab ships (trawlers)

Converted from a freighter at a cost of \$3,200,000 Built the "West Calum" Later became "Mormacray" and then "P.Ex" Converted in 1947 at Bellingham Iron Works.

Laid up in reserve fleet anchorage at Astoria, Ore and may be sold for scrapping. M.D. Dec. 3, 1949

Early in 1952 she was sold to the Zidell Machinery & Supply Co. of Portland, Ore. She cannot be scrapped for 5 years and is supposed to be preserved as an operating unit during that time.

She was never operated at a profit--- 70 to 80 crew and 200 to 300 cannery workers, etc.

2/12/1947/5 "P.E." ready to go. Will go to Costa Rica then to Bering Sea. (Nick Bez)
3/11/1947 Charge that Nick Bez' boat competes with private enterprise
M.D. Mar. 15, '52

PHP (3)

PACIFIC EXPRESS

Norwegian Motorship

(1) Port broad. (Porthole Pict.)

Owned by the Fruit Express Line of Oslo, Norway which in turn is owned by Biron Biornstad and Sigurd Herlofson & Co. They also own the "Washington Exoress", "Oregon Express" and "California Express" All are motorships and diesel powered.

Made her first trip to Pacific Northwest in 1946 and on this trip will carry a full cargo of apples (103,000 boxes) to the Liverpool, Havre and Cardiff markets. Fully refrigerated.

Seattle offices (agents) are International Pacific Coast Corp.

PACIFIC EXPRESS

British S.S. 1955

1. Pict. and info.

Album 43 pp. 7.

PACIFIC FOAM

P.C.A. ⑥

ST 415 type tug.
Ketchikan Spruce

- ① Stbd. broad a/s large house barge.
2. V.G. pict. (repowered) pp. 27; PWB July, 1955

See pict. and info. pp. 27 PWB. July, 1955

PACIFIC FORTUNE

Lg. Br. S.S. 1953

1. Pict. and info. pp. 8; Album 48.
2. Pict. and info. pp. 20; Book 42.

Furness Line vessel. See Lg. G.S.Files under British
Vessels.

PACIFIC MONARCH

Album ⑧

Canadian St. tug

① Port broad, slow, Seattle waterfront. as U.S.A.T. tug.

PACIFIC PRIDE

Herring seiner

1. VG. broad at Washington Bay dock, 6/3/56 (PCA--7)

PACIFIC PRINCE

Canadian coaster.
1953

1. Pict. and info.

Book 41; pp. 27.

PACIFIC QUEEN

Old Sq. rigger

1. Stbd. bow at pier. P. 40; Aug. '51 SHIPS & SAILING

See "Balclutha" and "Star of Alaska"

(2)

PACIFIC QUEEN

Old full-rigged ship
"Balclutha" etc.

1. Pict. only

Book 41. pp 5.

SEE ADJACENT CARD

Being repaired---info. 1955. Book 44 pp.6

More info. in Book 44 in several places (See index)

Good 1955 picts. and info. (Book 44. pp. 17.) see index

PACIFIC QUEEN

Full-rigged ship
"Balclutha"
"Star of Alaska"

See card on STAR OF ALASKA

1. Pict. only pp. 5, Book 41
2. Pict. and some info. pp. 6 & pp. 3. Book 44
3. BOOK 35; pp 23

M.D. Aug. 14, 1954

Will be purchased as a floating maritime museum by the San Francisco Maritime Museum and be tied up at Pier 43 in the Bay City for public inspection, it was reported today.

She is the last full-rigged ship on the Pacific Coast and was towed from Sausalito to the Bethlehem Pacific shipyard in S.F. July 12, 1954 for drydocking and inspection.

Preliminary examination of the historic vessel in D.D. proved her hull to be sound and the 86 year~~y~~ old ship will probab~~ly~~ be bought by the museum from her present owners for an agreed purchase price of \$25,000.

She was built in Glasgow, Scotland as the "Balclutha" and later became the "Star of Alaska" for the Alaska Packers ASSN.

She was the last full-rigged ship to fly the American flag and the museum expects to renovate her, rechristen her with her original name---"Balclutha" and open her up for public inspection at Pier 43 in S.F.

See pp. 137 in AMERICAN NEPTUNE Apr. 1956 for her connectio with filming of MUTINY ON THE "BOUNTY"

PACIFIC QUEEN

ex Balclutha, etc.

9/8/1936/6 Full-rigger, with 39 Calif. youths on a training cruise, was becalmed 675 miles West of Los Angeles and had to be towed in by the C.G. "Shoshone" She had hardly averaged 35 miles a day and had to be provisioned five times by passing ships! Had left July 4th on a one months cruise.

ALASKA SPORTSMAN Feb. 1956; pp. 21 She ran on Geese Island reefs in 1904 and was so hard aground that four days later she was sold to the Alaska Packers Assn. for \$500.

PACIFIC QUEEN

Mother freeser ship
(ex Navy vessel)

1. Port broad slow. (Mag. cut) (Book 33; page 28) 19
2. Piet. and info. (Book 43; pp. 9)

Converted World War II Navy vessel. Owned by Capt.
John Joncich and Chief Eng. Bill Peck and five other men.
Will carry 7 thirty-two ft. Lathrop gas powered gill-net
boats on deck each year to Bristol Bay. Leaving Seattle
May 25, 1951 M.D. Mar. 31, '51

More info. with pict. in Book 33.

Have full dossier on her fire, sinking, salvage, etc. in
Lg. G.S. File under PACIFIC QUEEN
Also find more on her in DAILY JOURNEY (Red) for 1958 and
in NOTE BOOK No. 28 for picts. etc.

PHP 3

PACIFIC RELIANCE

Book 29

Lg. Frt. Pass.

1 Stbd. bow, at dock. (Magazine cut)

2 Stbd. bow at dock. (Porthole)

Was the first of the fleet of Furness S.S.Co. and was a refrigerated motorship. Used in the trade between Pacific Coast ports and Europe via the Panama Canal. The run was discontinued in 1940 due to the War. She made her last departure from Seattle in Dec. 1939 and was torpedoed Mar. 4, 1940 in the English Channel.

Second vessel of name---her predecessor was sunk by a German sub off the west coast of Eng. Mar. 5, 1940. Her entire crew of 53 men escaped in 6 lifeboats. The 6717 ton vessel wallowed for many hours before sinking. The pict. on the cover (Porthole) is of the old vessel.

New "Pacific Reliance" is 9000 tons and owned by the British firm of Furness Withy & Co. She is a motorship.

M.D. Mar. 15, 1952

1st.---435' long. carried 40,000 boxes of apples.
2nd.---500' x 55' and 11,400 dw. tons. 65,000 boxes

PACIFIC TRADER

Furness liner 1935

1. Pict. and info.

Album 43; pp 5.

PACIFICUS

1955 steam sch.

1. Info. (Involved in jurisdictional dispute. Album 43.

1. Story of salvaging after B.C. wreck in May, 31, 1954.
P.W.B. pp. 32; July 1954.
2. Picts. and story of wreck. Book 39, pp. 11.

PAGE

Old schooner
Sitka 1869

Arr. Sitka from S.F. 4/20/69; Capt. C.P.Holcomb
8/27/'69 Capt. S.P.Halcomb (ALASKA TIMES) left for S.F.

PAK SHAN

Old vessel of Wn.
Alaska Co. fleet.

1. No picts.

4/27/98 paper says she was in Juneau on Apr.19, '98 and
went south.

- (1) Stbd. broad at float Juneau boat Hbr. June. 1948

PALATINE

Ghost ship....

See story in 'Do Ghost Ships Haunt the Seven Seas'
Envelope No. 16.

Story revived 1953---Po. 57; June, '53; S.&.S.
The above story previously in Eng. 16 is now in:
(Note Book 23; pp 129)

PALISANA

A. S. S. Co. Knot ship

1. At NEF Co. dock Ketch. Aug. 1955

(PCA--7)

Chartered by A. S. S. Co. (NOTE BOOK No. 1. pp 19)

1/19/1948/2 "Palasana" is in D.D. after hitting rocks near Prince Rupert, B.C.. Refloated and ran to Seattle under her own power. Unit of Northland Trans. Co.

Book (32)

PALOMAR

Long Beach tug.

(1.) Port broad, still, V.G. (Mag. out)

See adjoining card---it is the same vessel

PALOMAR

80' tug. Unit of B.T.
& Barge Co.

1. No picts.
2. Good pict. in P.M.B. for Apr. 1952 page 41

Added to B.T.&B.Co. fleet in 1951

Built in San Diego, 1926. 80' long; 320 h.p. F.M.
(Was re-engined in 1946) Previous owner was Pacific
Towboat ~~Co.~~ and Salvage Co.

Chet Carlson is skipper and has 5 man crew. She is
towing hogged fuel barges from Canada to the P.Sd. Pulp &
~~P.P.P.P.~~ Timber Co. at Bellingham----and working large ship-
ping in and out of Bellingham harbor.

M.D. Mar. 10, 1951

PAMIR

4-masted bark

1. No pict.
2. Port broad; sails, at sea; (P.32; July '51; S.& S.)
3. V.G. pict. and info. in storm at sea. (Book 44; pp.22)
4. VG picts. under tow and at sea. (N.B. 21; pp 83.)

Story in 1947 DIARY Page Jan. 17.

More info Page 5, June 1951 SHIPS AND SAILING

Sold-----See story in Album 28; pp. 19.

PANAGHIOTIS

Liberian frt. '55

1. Pict. and info.

Album 43; pp. 6.

PANAMA

Old Unit of A.S.S.Co.
"Aleutian" (old)

1. Picts. as old "Aleutian"

Mentioned in Book 36; Page 3

PANAMA

Danish M.S. 1955

1. V.G. Porthole Pict.

(PHP--4)

Built in Kobe, Japan in 1950 for the East Asiatic Line of Denmark. Used in trade from Orient to Pac. N.W. and to Northern European ports.

481' long and has 62.5' beam 9013 gross tons and has a crew of 60 off. and men. Carries 12 pass.

PANDORA

Br. Exploration str.
(Bark rigged)

1. See picts of her as the "Jeannette" in Alaska Sportsman for Apr. 1952

Good story in same issure of Alaska Sportsman

PANUCO

U.S. Frt. Exp. & Fire

1. VG. account. of the fire; (Note Book 23; pp 132)

Book 32

PARAGON

Halibut schooner

1. Stbd. broad, tied in Lake Union. (Mag. cut)

PARAGON

Halibut schooner

1. Pict. and info.

Album 43; pp. 8.

PARAISO

Album 22.

Steel steam schooner.

1. Port near broad, in Ketchikan Harbor.

Was actually the steel steam schooner "Florence Olson"
Built by the Craig yards in 1912 (According to Hugh
Delanty---See card on Florence Olson) (Also "Paraiso")

D.A.Disp. 3/5/1915 pp. 2; "Paraiso", st. sch. of the P.C.
S.S.Co. makes her first trip to Alaska. Capt. Frank
Landstrom in command. Built 1912 at Long Beach, Calif.
216' long 1383 gross tons; Recently purchased from
Swayne & Hoyt of S.F. by the P.C.S.S.Co.

D.A.Disp. 3/17/1915;pp;4; Arr. Juneau Mar. 16th on her
initial trip to Alaska.

PARAISO

~~Steel Steam Schooners of the Pacific Coast.~~ Lyman.

1383 tons: Carried 1100-M ft. lmb. 46 passengers.
Built by Craig Shipyards 1912. Had two 450 h.p. compound engines and twin screws.

She was owned by the Long Beach S.S.Co. and managed by Swayne & Hoyt of S.F.

In 1918 she was sold to the Oliver J. Olson Co. of S.F. and renamed the "Susan Olson". She was still owned by them at the start of World War II.

PARAMINTA

No. 150173
American bark.

1. No picts.

Built 1879 at Freeport, Me. 1582 gross; 1444 net;
216.6' x 41.3' x 23.1' Ave. crew of 15.

She stranded on Akin (Akun?) Id. Alaska May, 14, 1914
Had 164 persons on board but there was no loss of life.

PARDO

British motorship

Story of fire. Book 37; page 50

PARIS

Lg. French liner

1. Burned hulk on beach. (Book 30---Page 5)

PARMA

Bark--Grain ship

1. Deck scene--spray etc. (P. 32; July '51; SHIPS & S.
2. Good picts. of her. (P. 42 to 50; Dec. '51; " " "

PARMITA

Old bark 1914

D.A. Disp. 6/8/1914 says (Bark "Parmita" of Bristol Bay Pkg. Co. hove too in a gale May 13th off the Biorka Id. in Aleutian chain. She was loaded with machinery and had 170 men on board when she bumped ashore on Biorka Id. The crew managed to work her off but she started taking water which got to her lime cargo and started a fire. The Capt. tried to make Unalaska, but finally had to beach her in Lost Harbor, near Cape Wagner. A storm came up and she tore her bottom out to become a total loss. Valued at \$90,000. The "Buffalo" took the men off and on to Bristol Bay. No lives lost.

PARTHIA

Album 1.

Cunard Line

Later A.S.S.Co. "Victoria"

1. Stbd. broad, from sketch, brigantine rigged. VG
2. Many picts. as/ the "Victoria"
3. Good pict. of her and her successor the new Cunard liner "Parthia" Page 67 June '51 Ships & Sa.
4. V.G. pict. of her as the "Parthia" (name on bow) in AMERICAN MERCURY Vol. I; No. 1. pp. 79

PASADENA

Wooden Steam Schooners of the Pacific Coast

Lyman

300 tons, built 1887 by Alex Hay at S.F. for Kerckhoff & Cuzner of L. Angeles

Had 190 h.p. compound engine by H.S. & Hayes. of S.F.

Carried about 400-M ft.

In 1903 sold to C.P. Doe of S.F. and to Albion Lmbr. Co. who owned her the rest of her days afloat.

Her last days were spent laid up at the Alameda plant of the General Engineering & Drydock Co. in the '30's.

PASADENA

Swedish motorship

1. Info. only.

Book 41; pp 31.

Book 34

PASSAT

Last of sq. riggers
Grain trade 1949

1. Stbd. bow, sails set. V.G. (Mag. cut.)

Story in 1950 Argosy

Sail 1500 miles to win last grain race from
Australia to Cobh, Eire in 110 days. Beat the sq. rigger
Pamir.

Good info. Page 4 June 1951 SHIPS & SAILING

PASS OF MELFORD

Br. schooner.

1. Wrecked in Van Id. 1906 All hands (35) lost.
(NOTE BOOK No. 27; pp 113 and 123)

PAT B

Cannery BSP.

1. VG. Speed near Midway Rock in Wrangell Narrows Aug. '54
2. VG. Fantail view; Pt. Alexander on port. Aug. 1954
(Both above in PCA--7)

PATHFINDER

Old U.S. Survey str.
1901

Was at Dutch Hbr. Aug. 16, 1901

PATRICIA

Hoonah boat

Steve Kane's

1. Pict. at old Juneau City Float with many other launches
(PCA-10)

PATRICIA

Book 29

Yacht. Mail.
Percy Reynolds.

1. Port broad, in ice at Tracy Arm. (Magazine cut.)

1/1/1944/3 MS "Patricia" leaves for Haines and Skagway
at 09:00 on Tuesdays. See Percy Reynolds for info.

6/11/1945/2 Percy Reynolds "Patricia" wins bid to carry
mail to Lynn Canal lighthouses and Skagway.

Book 32
Book 31

PATRICIA

Col. River tug.

1. Stern view from above showing her shoving three loaded gravel barges on the Columbia River. V.G.
2. Larger pict. of the above. (P.M.B. cover)

87' twin screw tug powered by a pair of 6-cyl. 10" x 13" 200 h.p. direct reversible Atlas-Imperial Diesels.

The picture shows her with five, hogged fuel barges loaded. The barges are 125' x 36' x 8' and the bins are 100' x 32' x 10' and hold around 400 tons.

Album 13.

PATRICIA FOSS

Foss L. & T. Co
Ex "Arcata"

1. Port, broad, towline out, Puget Sound. VG

PHP ③.

PATRICK

Miki type tug.

Ex. "Macloufay"

1. Pict. of section of bow showing name and Ray Thurston and two other men. (Mag. cut)
- ②. Nearly bow on, with tow; from air; distance. (Porthole

See card on "Macloufay"

Also 1951 Daily Reminder.
Aug. 4, 1951

PATRICK HENRY

Liberty Ship

1. No picts.

2. VG picts. full story (S & S Summer '59 pp 12)

See story in Book 36; Pages 37--53

See more on file card on LIBERTY SHIPS.

PATRIMPOS

Old 3-masted bark

1. Story and pict. of wreck in large envelope drawer
Envelope No. 12.

PATSCO

Canadian coastal
freighter 1954.

No picts.

See card on LOCUST.

July P.W.B. 1954/ pp 8.

XXX

Book 32

PATTERSON

No.

[CARD 1]

Album 5

Album 20

Album 16

PHP 2

Album 6

Rev. cutter; Freighter

1. Stbd. bow at dock as 3-masted Revenue cutter. VG
2. Stbd. broad, slow in stream. 2-masted trader. F
3. Verticle pict, from beach on stbd. bow. Cape Fairweat.
4. Port, nearly broad after six months on Cape Fairweath
5. Stbd. bow; nose in somebodies back-yard; Lake Union
See picture in Album 16.
6. Port broad, at dock as 3-master, steam. (Mag. cut)
7. Port broad, at dock; two sticks. (Porthole)
8. Stbd. bow at old P.C.Co. Pier 11.
9. Port broad, anchored, painted black.

Mansfield.

Listed in old blue books as the "C.P. Patterson"
See card on Rev. cutter "Tahoma" (rescue)
MORE INFO. BOOK #36; Pages 35-43
Was at Mary Island as U.S. Coast Survey str. 5/14/192
Lieut. Cmdr. W.I. Moore -- 5/20/193
Lieut H.B. Mansfield due to Survey from Cape Fanshaw, north,
4/27/189 ALASKAN Sitka) 5/24/190 says name originally
"Carl P. Patterson" -- arr. Sitka -- Capt. LT. Cmdr. H.B.

First measurment 720 tons; Later 453 tons.

Built in Brooklyn, N.Y. in 1882 as a steam barkentine for the Coast and Geodetic Survey for whom she served for many years. 175' x 27.3' x 14.2'

In later years she was stripped of ~~her~~ rigging and re-engined. Some years later we find her owned by the Northern Whaling and Trading Co. of N.Y. who sent her to the Todd yards and converted her into an auxiliary powered schooner in 1926. She went north to engage in whaling and trading to Cape Nome out of S.F.

In 1938 she was sold by Capt. C.B. Peterson to Gilkey Bros of Seattle and incorporated under the name of Alaska Patterson, Inc. and carried freight and supplies for Gov't. Left on first trip 7/24/'38 Capt. Walt Tinn became ill in Nome and left her in charge of Mate A.J. Hartland who completed trip. On second trip she was returning south in Dec. 1938 when she hit at Cape Fairweather. (More in article album)

Original dimensions: 453 Gross; 306 net; 175' x 27.3' x 14.2'
Rebuilt to.: 580 Gross; 402 net; 168.1' x 27.3' x 18.8'
Rebuilt about 1919. In 1936 a 325 h.p. diesel was installed and she passed to Chas. Gilroy of Seattle.

ALASKAN (Sitka) 5/30/'91 says U.S. Survey str. "P" (Carlisle P. Patterson) 750 tons, Capt. H.B. Mansfield and Eng. Thos. G. Carter, arrives Sitka. Prof. C. Mendenhall, chief of U.S.C.&G.S. was on board.

ALASKAN (Sitka) 10/5/'95 Arr. Sitka: Capt. E.K. Moore

EMPIRE Mon. Dec. 12, 1938 Motorship "Patterson" aground near Yakutat.--Breaking up--One man reported lost--crew of 20 in danger... Comdr. Ricketts of "Haida" found wreck about 8 miles north of Cape Fairweather. Pilot Shell Simmons flew over wreck and reports survivors on beach. She wired her plight shortly after midnight Dec. 11, 1937 (?) and gave her position as 'about 20 miles south of Yakutat. (On the Northbound leg of this trip she had bounced off the Eye Opener in Sumner Str. but was apparently undamaged and came on to Juneau. Proceeded West with 700 tons cargo for Anchorage, Kodiak, King Cove, Unga and Sumak Island. Simmons dropped food and etc. to them. Rescue crew composed of Nels Ludwigsen, Vic Manville, Tony Thomas and Howard Hayes

Tom Sanvik and Tom Smith came in on the C.G. "Cyane"
"Patte son" built 1882 at Brooklyn N.Y.

The rescue team along with some of the "Haida" boys left for Lituya Bay on Dec. 20. On Dec. 21 they were about 8 miles above Lituya at daybreak and about 26 miles from wreck. On 22nd. 6 of survivors spent night of 21st at 8 mile cabin and the rest (10) at a point 12 miles north of Lituya Bay. (Took 5 hours to build a raft to cross a creek. On 23rd. 9 were taken on board the "Haida" and 7 more were flown out of the Bay by 2 Navy bombers. Those on "Haida" were Capt. Harry Burnes, Les Campen, Freeman Hobart, Ed Boyce, R.M.Ingram, P Malakoff, Ray Newtsen and L.R.McCoubry

Four men had come ashore from the wreck in a life boat and the rest came ashore at low tide from a ladder over the bow. A landing field 1200' x 110' had been made for the planes to land. Gordon Graham, mechanic with pilot Shell Simmons and with guide Nels Ludwigsen, (who had been left out of jail where he had served 6 days of a 10 day sentence for drunkenness. Jim Huscroft of Lituya took supplies to a 3 mile cabin and more food was dropped at the scene. (Described as 'week of torture')

Continued: Capt. Harry Bund and Mate Geo. Swanson.
Dec. 19, 1938 Chief Eng. and 3rd. Mate flown to Juneau
by Simmons in his Lockheed Vega plane.---(Claire McDowell
and Steve Johnson.) Simmons landed in Sea Otter Creek.
Chief Off. Gustaf Swanson went overboard trying to secure
a life-boat. James Moore tied to an oil drum, tried to
save him. See Empire for 26th Dec. 1938 (Or by my hay-
wire notes, maybe Sept. 26th) for story of Simmons crack-
ing up the Lockheed.

D.A.Disp. 5/30/1917 pp.6; "Patterson" touched Star Rock
at entrance to Lisiansk~~a~~ Strait on the 28th and lost her
rudder. A jury rudder was rig~~ged~~ and she limped into
Inian Cove where she wired to Capt. L.O.Colbert of the
wire drag-boat "L Roscoe" which came to the Cove and
towed her into Juneau for possible beaching and repairs.

D.A.Disp. 5/31/1917 pp.6; "Patterson" beached at Treadwell
for rudder repairs. Survey str. "Explorer", Capt. Mahr.
was standing by.

V. G. Picts. and story: pp.6; Feb. 1955 A.Sportsman.

Emp. 1/29/1926/6 Old whaler "Patterson" (~~Not this one~~)
sold by Todd Corp. to Northern Whaling & Trading Co. for
service in the Arctic---fur trading etc. being readied.
Emp. 5/31/1926 Arctic trader "Patterson" missing. Left
Seattle on the 15th and is overdue at Dutch Hbr. Capt.
C.T. Pederson
Emp. 6/1/1926/6 "Patterson" finally arr. Dutch Hbr. Had
a broken tail shaft
Emp. 5/20/1927/6 "Patterson", Arctic trader, is stuck in
mud at Alameda, Calif. Tugs try to free her...
SEE ADDITIONAL ON ALL TRADING VESSELS ON CARD HEADED THUS.

"ARCTIC TRADING VESSELS"

11/15/1938 "Patterson" aground on Eye Opener at ~~xxx~~
01:15 today. "Haida" and "Cyane" to her aid but she
floated off later and is proceeding on towards Kodiak
Seldovia, etc. apparently unhurt.
11/16/1938/8 Capt. H. Bune and Mate G. Swanson. Arrives at
Femmer dock for inspection. 19 crew. Capt. J.N. Clark
says she is O.K. to proceed. This is her second accident
this year. Oct. 9th she ran aground in tide in Cook In-
let. Refloated undamaged but later ran into gale in Gulf
and Capt. Bune had several ribs broken.

(4)

PATTERSON

Trading ship. Rev.

12/12/1938 "Patterson" aground near Yakutat.

12/15/1938 More on "Patterson" also on 13th, & 14th.

12/19/1938 Two from "Patterson" flown here by Simmons

12/24/1938 Capt. Harry Bune tells of wreck.

1/28/1939/6 Hayes and Tony Thomas go out on "Sultan",
Capt. C.R. Smith, to salvage from "Patterson" wreck.
Howard Hayes and Thomas operate a placer claim on Gold
Creek.....

5/6/1939/2 Body found at "Patterson" wreck by salvagers.
could be one of two men lost during grounding or might
even be one of Matthews brothers (Cass 21, or Roy 32)
lost from Lituya Bay area. Freddy Yeagel is backer of
salvage work.

Some info. as trading ship. BOOK 44; pp 19.

PATTERSON

Album 7.

Whaling ship.

1. Port, nearly broad, Seattle; as A.T.S. VG

Emp. 1/29/1926/6 Old whaler "Patterson" sold by Todd Corp.
to Northern Whaling & Trading Co. and being readied for
Arctic service as a fur trader etc... (This may apply
to the ex Rev cutter---probably does.)

PATTON

Album 6.

Small U.S.C. & G. Sur.

1. Port broad at Seattle (Lake Wash.) Pier. VG
2. PICT. BOOK 32; pp 35

88' Twin 150 h.p. Cooper-Bessemer diesels
Commanded by Lt. Comdr. C.D.Meaney in 1944 and by
Lieut. Comdr. Durgin when first launched

Built at Sagstad Yards in Seattle as a sister to
the E. Lester Jones" 88' x 21' x 8' and powered with
twin EN-6 Model Cooper Bessemers turning 44" x 29" wheels.

PAULA

Album 8.

Pass. Frt. and Tug.
"Islander" "Mohawk"

1. Port broad, slow, Seattle waterfront as L.T. 660.

EX "Islander"

Ex "Mohawk"

See article on back of card for "Mohawk"

Built 1921 at Friday Hbr. as the "Mohawk" Her name was changed in 1927 to "Islander" and some time later again changed when she was rebuilt and repowered with a 1200 h.p. Med. duty Enterprise diesel.

She burned and sank at Seward in Feb 1944.

PCA 6

PAUL BUNYAN

Tug. Dragger.

1. Port bow at Newtown float. Ketchikan. 1951
2. Port broad at " " " " " "

PAULINE

Alaskan River str.

1903

Under Capt. O.S. Buckbee, she arrived at Council City from White Mountain June 17, 1903---the first boat to arrive that year. Chief Eng. Joe De Rosa .

D.A.Disp. 7/1/1911 River str. "Pauline" hit a rock below Eagle last night and sunk in 8' of water. May be raised
D.A.Disp. 7/15/1911 adds she hit about 25 miles below Eagle the str. "Schwatka" tried to pull her off but was not successful. Capt. Raymond stayed by. She was on her way back to Dawson after towing the big Lemon dredge the Stewart to the Tanana River.

PAULINE

Yukon River steamer

1. No picts.

(PAULINE RAYMOND) Built 1907 at Whitehorse by Capt.
N. B. Raymond. 145 tons; Wrecked by running ice in
Sunnydale Slough in the spring of 1916

D.A.Disp. (ALASKA DAILY RECORD) 7/14/1908 says Capt.
Raymond of the Whitehorse str. "Pauline" was in Juneau
to have a tail shaft for his vessel repaired. He will
leave on the Georgia" for Skagway tonight.

PAULINE

Yukon River craft

1. No picts.

Small 8 ton steamer, built at Alameda in 1900

PAULINE WARNER

Yukon River steamer

1. No picts.

Built at Seattle in 1898; 112 tons; Twin screws.

PAVLOF

Album 22

Old wood st. sch.

Ex. "A.J.Lindsay"

1. Port broad, at Ketchikan.

Wrecked in Alaskan waters about Mar. 1916

D.A.Disp. 2/18/1916 The Str. "Pavlof" was aground on Tugidak Id. She lost her wheel on Wed. and finally was blown ashore. The "Adm. Farragut" is proceeding to her aid. She is formerly the "A.G.Lindsay" and is now owned and operated by the P.A.F.

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

Book (32)

PAVLOF

86' ex Army B.S.P.

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

PAWTUCKET

Album 7.

Gov't. St. Yacht.

1. Stbd. broad, speed, near shore, crowd.

VG

PAWTUCKET

Album 2.

P.C.A. 6.

Navy tug.

1. Port, broad, speed, Seattle, as Bremerton tug. VG

2. Port broad, abandoned in West Waterway.

Built in 1899.

Was still in service to private interests in Nov. 1951 when she towed the 165' ATA type tug. From Balboa, Canal Zone to Portland for account of Portland Tug & Barge Co. Capt. Floyd Johnson was master.

Built 1898 at Mare Id. Cal for the Navy and used most of her life at Bremerton, Wn. by the navy. 500 h.p. steam

P. BLOW

Old Yukon River Steamer

1. No pict.

ALASKA MINING RECORD, Nov. 17, 1899 says she was on
the River and was laid up safely for the winter.

P.B.WEARE

Yukon stern-wheel
1898

1. I have no pict but there is a fairly good pict. in
the Museum Library (See A.M.Rec. Jan. 1898)

Owned by the Northern Alaska Trans. Co.

PEACOCK

Very old Br. Brig.

1. Remains believed found on floor of P. Sd. in 1956.
(Book 44; pp. 27.)

PEARL HARBOR

P.S. Album (1.)

Peratovich's seiner.

(1.) Port broad, moving, Seattle waterfront.

PECONIC

O.N. 201913
Old. U.S. Steamship

1. No picts.

Built 1881 at, Liverpool, Eng. 270' x 34.6' x 22.8'
1855 gross; 1154 net: Foundered on Lake Huron with all
17 persons on board lost. Originally sailed under the
flag of Great Britain but was under American registry when
lost.

P.E.CROWLEY

ATS. laker.
Ex. "Buffalo"

1.

Recently sold to Finland (Steamboat Bill June '48)

PEERLESS

VG

Album 5.

Small old P. Sd. Pass.

1. Stbd. broad, still in stream. Black hull, white house

D.A.Disp. 6/12/1913 Under Capt. Fred Magill, with Syd. Hooper and John Ness, was to tow logs from Eliza Hbr. to the Worthen Mill in Juneau.

D.A.Disp. 9/18/1913 -----, Capt. Fred Magill was at Windham Bay----his crew stampeded to the hills looking for gold.

Built 1901 at Houghton, Wn. 57 gross; 39 net;
71.8' x 17.2' x 5.2' She had the engines from the old
"Elfin" which was destroyed by fire in 1900. In Nov. 1903
she was sold to the North Alaska Canning Co., and converted
to a tender. In 1916 she was owned in Juneau. (Fred Magill
and others used her on charters and for a while on the
Petersburg-Kake-Juneau mail run. She was laid up on the
beach just south of Juneau about 1923 and gradually buried
by the waste rock and tailings of the A.J. Mine, along
with the old steam tug "J.M. Coleman")

D.A.Disp. 4/5/1909 says Str. "Peerless" Capt. A.W. Thomas,
arr. Juneau from Ketch. She has been fishing for the Lind-
enberg Cold Storage Co.. Will be used as a tow-boat for
the James Mill at Douglas this summer.

D.A.Disp. 7/27/1911 Capt. Fred Magill and Miss Sarah I
Haynes were married at the Presbyterian Manse on Franklin
St. today. Rev. J.B. Stevens.

D.A.Disp. 10/31/1912 She lost her propeller in Fredrick Sd.
and was picked up and towed to Juneau by the "Fox" She
will be towed to Kake and the repairs made there.

PCA

6

PELICAN

Album 24.

Fish-packer.

1.

In Deer Harbor a/s Webster #4

2.

In Bingham Cove a/s " " #6

3.

Ashore on Rock dump bar; Apr. 1952

4/8/1939/6 "Pelican", fish packer of K.Raatikainen, with
Capt. Art Mantyla, arr. Juneau for supplies.

See cards in PEOPLE files on RAATIKAINEN and on ROGNAN

1. No picts.
2. Backing out in Juneau Boat Hbr. Apr. '54 (PCA--7)
3. At F.W.S. float in " " " " (PCA--7)
4. On N.C.C.o. ways 5/24/55 (PCA--7)

Some info. in 1947 DIARY Page Jan. 10.

PELICAN

Yukon River craft.

1. No picts.

Small launch of the Bennett Yukon Nav. Co.

PELICAN MARINER

SEPE. S.S.

1. Pict. and info.

Album 43.

PELLY

Yukon River steamer

1. No picts.

First steamer to go above Dawson---went as far as Selkirk and wintered in Steamboat Slough. She was later fixed up and taken down river during the Nome rush.

PENDALTON

U.S. T-2 tanker

No picts. Story of break-up. Book 37; page 53

VG. picts. of breakup, also info. Spring '56 S&S. pp 12.

VG. story of breakup. (Note Book 23; pp 48)

1. Stbd. sails at sea, painting. (Mag. cut)

Capt. F.E.Wood of 429, 15th St. Bellingham, Wash. had a yarn about her in the M.D. for 1/22/'49 pretending to a trip she made from Liverpool, Eng. 60 year ago when he was an apprentice in her. The M.D. for Feb. 18, 1950 carried virt ally the same story except for addition of 126 day anchorage at Iqueque, Chile, where they loaded nitrate for Holland.

PENGUIN

Album 11.

Book 29

Bureau of Fisheries

1. Port, broad, speed, Lake Union. VG
2. Stbd. broad, P.C. dock, Juneau. P.C. Album 1.
3. Also, distance of above with "Prosper" and "Pesada"
Manana" laying at old Ferry Float. P.C.A. 1.
4. Port, near broad, Seattle; good; (Magazine cut)
5. Port broad, slow in Lake Union. (Book 33; p. 20
6. VG cover picts. PWB Aug. 1957
7. VG. Picts. info. July 1957. (N.B. 21; pp 135.)

Designed by H.C.Hanson and built in Seattle in 1930
130' x 27' and was powered with a 450 h.p. Union Diesel.

Destroyed by fire in 1949 at F.W.S. float in Seattle

Sold on bids to Tom Farrell of the Wash. Boat Center
and Russ Gibson of the Marine Bargain Center, Seattle.

MORE INFO. BOOK 36; Page 43

SEE INFO. PMB Dec. 1951 Page 35 (Pict. too)

Some info. (late) Book 37; page 60

VG article on her under British flag in 1957-----
(PMB. pp 22 Aug. 1957 issue)
Latest info. in Lg. G.S. File under FISH & WILDLIFE VESSELS
6/6/1950/2 Badly damaged in fire at Seattle.

PENGUIN II

New F.W.S. vessel replacing old ship of the name.

1. No pict.

PENNSYLVANIA

Old A.S.S.Co.

1. No picts.

Early days of A.S.S.Co.

See Red Scrap Book No. 36 Page 3.

She arrived safely at Seattle Dec. 20, 1906 after being overdue on a trip from Nome. Passed Flattery and Port Townsend unnoticed. Nearly wrecked in Queen Charlotte Sd. when her boiler pressure dropped to only 40#. Fortunately the gale of wind was off shore and blew her out to sea. Boilers were leaky.

D.A.Disp. 12/19/1906 has more (Northwestern S.S.Co. Fears felt, storms, boilers known to be in bad shape. etc.

Arr. Seattle on 21st. troubles including mutiny etc.

D.A.Disp. 4/19/1909 says she was due in Juneau tomorrow-- West bound.

D.A.Disp. 5/8/1909 says the A.S.S.Co. sold the "Penn." to the Pacific Mail S.S.Co. to replace their wrecked str. "Indiana"

Empire; 11/14/1918 pp,1; Pacific Mail S.S.Co. str. "Penn." formerly of the A.S.S.Co., burned at dock in Iquique Chile, today. A total loss.

PENNSYLVANIA

U.S. Frt. C-3

1. No picts. Founders; See Book 37; pages 54-55-56
2. More info. in Album 39. pp, 4.

M.D. 7/17/1954 \$500,000 paid by States S.S.Co. as result of loss of "Penn." last Jan. 9, 1952 Still to be settled are damage claims totalling about 2 $\frac{1}{2}$ million. The Co. has already paid \$987,000 for cargo damage claims.

Book 39 pp. 21. Arizona court ends hearings on foundering.

Claims denied for cargo lost on "Penn." (Book 39; pp. 38)
All claims against "Penn" cargo, ~~Denied~~ by U.S. Judge.
(Book 39; pp. 43)

(1) Port bow, at pier. (Mag. cut)

5191 tons; and was sunk to form part of the break-water at the Normandy beach-head in War II

PENNSYLVANIAN

Steel Frt. of the
AM.-Hawaiian S.S.Co.

1. No pict 1950

Old unit of American-Hawaiian S.S.Co. and pre-war visitor to Seattle. Scrapped at the Normandy beachhead along with 32 other ships to form part of the breakwater U.S. contributed 200,000 tons of ships, including four vessels familiar to Seattle and Puget Sound ports.

XXX

PERALTA

Album 16.

Pass. and car ferry.

"Kalakala"

1. Nearly broad, afloat on even keel, house damaged by fire. Part of one end cut off in pict.
2. Many picts. rebuilt as "KALAKALA"
3. VG Half-bredth plan BOOK 31; pp 89

See good history in Book 37; page 29

More good history and info. Book 41; pp. 16

Being towed to Seattle by "Creole" 1933. Book 42; pp. 2.

Emp. 2/18/1928 S.F. ferry "Peralta" began sinking by the
bow very suddenly today in S.F. Bay. 8 are ~~known~~ dead,
many others are reported missing.

Gets new engine.---See info. pp. 3; Album 44.(pp 3-18-39
50)

PERDITA

No. 200077

Early small P.Sd. pass.

1. No picts.

Built 1903 at Seattle and used on the Seattle-Hood Canal run. Passed to P. Sd. Nav. Co. in 1906 for use on the Seattle-Bellingham run, and they lengthened her from 102.8' x 23' x 7.6' to 143.2' x 24.6' x 7.8'. Her tonnages were also changed from 209 gross; 131 net; to 286 gross and 177 net. She was burned to the waters edge near Port Ludlow in 1913 while on the Seattle-Port Ludlow-Port Townsend run. There was 25 people on board and none hurt.

PERE MARQUETTE 18

No. 150972

Gt. Lakes Pass. str.

1. No picts.

Built **1902** at Cleveland, Ohio. 2909 gross; 1722 net;
338' x 56' x 19.5' Crew of 34; 3000 h.p.

She foundered Sept. 9, 1910 near Sheboygan, Wisc. with a
loss of 27 lives out of 61 on board.

PERMANENTE CEMENT

Ex. "Diamond Cement"

1. See picts as "Diamond Cement"

Was under charter to A.S.S.Co. during part of 1951
Name change was to take place after July 1951.

Owned by Permanente S.S.Co. and that company's agent is
the Olympic S.S.Co.

M.D. 6/9/'51

34 yr old vessel damaged by 50' wave on Col. River bar.
Puts back to sea----Book 39 pp. 20

PERRY

Album 6.

Old U.S. Rev. cutter.

1.

Port, broad anchored at Belkofsky, Alaska.

VG.

Became a total loss when she wrecked Aug. 2, 1910 on St. Paul Island (Pribiloff's) during fog. Crew of 50 men had to swim ashore.

Built 1884 at Buffalo N.Y. as the "Commodore Perry" 282 tons. 2 guns. 7 officers and 32 men.

First reports of her loss were credited to the old cutter "Bear" but the error was later corrected.

D.A.Disp. 9/26/1900 Torpedo boat destroyer "Perry", Capt. Kilgore, is in Juneau today.

PERRY L SMITHERS

Frt. vessel.
"North Haven"

1. Info. only. See card on "North Haven" Book 41;

PERU

Old Am. bark
Sitka--1868

Departed Sitka 7/31/'68 for St Paul Island; Capt. Henry
S.Comstock, commanding.

P.C.A. 5

PESADO MANANA

Album 8

ATS Yacht Q 109

"Polaris"

1. Stbd broad, slow, Seattle Hbr. as Q 109
2. At old ferry float as "F. M" Prosper there too.
Both astern of Penguin. P.C. Album 1
3. Port near broad at Ferry float 1948
4. VG. At float in Boat Hbr. Juneau Aug. '54 (PCA--7)
5. As Yacht "Polaris" Ketchikan 1956 (PCA-10)

91' x

77 Net.

Powered with a 200 h.p. Atlas Diesel.

Registered as owned by a Robert O Fleming of
Seattle in Apr. 1949.

5/11/1945/8 Yacht "Pesado Manana" arrived in Juneau to-
day with the first tour party of the year. John Grant
Pres. of Grant Oil & Fuel Co.. Capt. Einar Haugen is
Master and present owner. Built in 1927 by
from designs made by Lee Phillips. Named because of
difficulty in getting parts, etc. "Day after tomorrow"

6/24/1948/6 Commanded by Capt. Einar Haugen, arr. Juneau
with tour party.

PESCAWHA

Halibutter-rum-runner

1. No picts.

Seized within the 3-mile limit while the craft, an ex halibut schooner, was rescuing sailors from a liferaft after they had abandoned ship in bad weather. C.G. "Algonquin" ran her down and towed her back to Astoria with some 1200 cases of liquor. Had gotten rid of 3/4 of cargo on way in. C.G. was bitterly assailed by press who asserted that traditions of sea had been observed by crew of rum runner in rescuing seamen and that they should not have been chased and apprehended. As result of seizure 23 'Land-operators' of the bootleg ring were picked up and convicted. From acct. of Harry J. Strowbridge retireing
M.D. Jan. 7, 1950

PETALUMA

Old schooner

Sitka 1871

8/7/'71 Surrendered her records at Sitka. Capt. David Shirfson, and owner, A Charitonoff. 20.21 tons.

Changed registry from S.F. to Sitka 8/7/71; 20.21 tons.

Arr. Sitka 1/4/'70 Capt. John Desmond

PETALUMA

Old S.F. st.w. str.

1. Stbd. broad, slow near bridge. (P.7; Nov.'51 S.&S.)

Some info. Page 6; Nov. '51 SHIPS & SAILING

PETER

Everett, Wn. tug.
American T.B.Co.

1. No picts.

Info. Book 36; Page 50

PETER FOSS

Album 13.

Book 29

Foss L. & T. Co.
Diesel tug.

1.

Stbd. broad, towline out Tacoma Hbr.

VG

2.

Port qtr. assisting "St. Mihiel" (Mag. cut)

Skipped by Henry Harder in the Tugboat Annie race classic she won first place. Second place went to the "Fearless" Capt. Bill Gersbacher.

Info. Book 36; Page 70

XXX

Album  20

PETER IREDALE

Four-masted sailing ship

- ①. Stbd. nearly broad, slight port list, nearly dry on level beach.
- ②. Port, nearly broad, same as above wreck.
- ③. Port, nearly broad aft. high and dry, horse and buggy in picture. Wrecked Oct. 25, 1906

PETER J. MCGUIRE

U.S. frt.

1. No picts.

See Book 37 Page 57

PETER MORAN

Album 27

Moran Co. tug.

1. Stbd. broad, slow, New York skyline.

Col. River Tug.
Converted LSM.

1. Stbd. broad, slow. (Mag. cut)
2. Stbd. near broad; bridge background. (Mag. cut)
3. Stbd. qtr. from above as LSM 458.
4. Stbd. qtr. fro above towing 5 navy tugs. (Mag. cut)

No. 4. above in Book # 34 page 14

5. Pict. and info. in Book 33; page 35.

Purchased from Navy at surplus. Converted to tug at Albina Eng. & Mach. Wks. for Western Trans. Co.

Has two 1800 h.p. F.M. diesels. As an LSM. she was 204' long but has been cut down and a tug bow added and is now 145' long. She has four decks above and the wheelhouse is 38' above the water.

Capt. Lansing H. Spencer is skipper and Capt. Bill Ross relief skipper. Carries crew of 12 men and a cook. Fred Rosebrough, Victor Brandt and Billy McNalen are eng. room crew.

She was the LSM 458. Motorship Nov. 1948 says she has twin 1600 h.p. F.M. diesels (opposed piston) 10 cyl. Model 38D8-1/8 (same type used by Navy in submarines.

Her engines are rated at 1600 h.p. at 720 r.p.m. but the Navy commonly ran them at 800 r.p.m. and stepped the h.p. rating to 1800.

PETERSON

Post Card Album 1.

Army Barracks tender.

1. Stbd. broad, still in stream near Haines.

VG

"FLOSIE"

"OLYMPIAN"

"ADELINE FOSS"

See reverse side of card on "Olympian"

As the "Flosie" she was sold to the Qtr. Master Dept. U.S. Army and renamed the "Matthew R. Peterson" in an impressive ceremony at Skagway Aug. 9, 1903. She was named for an army Major of that name who died of yellow fever at Havana, Cuba Oct. 7, 1900

D.A.Disp. 12/2/1909 says Capt. Tommy Moore, pilot of the Barracks boat "Peterson" says storms wrecked the Lincoln Island lighthouse and the "P" took off the two stranded light keepers.

D.A.Disp. 8/22/1914 Arr. Juneau, Capt. Sprague, from Haines Empire: 11/22/1920/3 Barracks tender "Peterson" may be sent South and a new vessel come here in her place

Empire: 12/17/1920/8 "Peterson" here, Capt. Stidham; report she lost a life-boat and bent her davits in a storm in Lynn Canal from the S.E., off Davidson Glacier on the 14 Emp. 4/7/1922/6 to be replaced next fall by the "Capt. James Fornance", which was bought to Haines last week by Capt. W.H. Bergman and Chief Eng. T.S. Fitzgerald.

PETREL

No. 150809

Old steam cannery
tender---1902

1. No picts.

Under Capt. Tompkins she was to replace the little steamer "Vira Rial" on the Skagway-Haines run Apr. 11, 1902

Built 1899 at New Whatcom, Wn. 27 gross; 18 net;
53.5' x 12.4' x 6'

D.A.Disp. 10/14/1908 says she hit rock near Wrangell and had to be beached for repairs. Capt. John Sloan, Pilot James McCormick and Chief Eng. Frank Madison. She was under charter to the Columbia Canning Co.

PETREL

Canadian tug.

1. Story of sinking--pp 17 P.W.B. July 1953
2. More on sinking. Book 40; pp. 50

P.C.A. ⑥

PETREL

~~Waterfall Cannery tender~~

①. Stbd. broad at dock in Ketchikan.

PETROKING

Largest tanker.

1. Pict. and info.

Book 41; page 18

Book 29

PHP 2

PETROLEUM II

No. 209494
Sm. Tanker.

PHP. 1.

Book 32

1. Stbd. bow speed. good. (Magazine cut)
2. Stbd. near broad, slow, P. Sd. (Porthole)
3. " " " " " " " "
4. Stbd. near broad, slow. (Mag. cut)

Empire: 5/12/1920/2 Std. Oil Co. tanker "Petroleum 2"
arrived at Juneau today on her annual trip.
Empire: 5/15/1920/6 Replaces the "Geo Loomis" which was
lost in a storm off the coast of Calif. recently.
Emp. 7/20/1921/7 "Petroleum II" discharging at Tenakee...
Emp. 8/21/1928 Superstructure of "Pet. II" of Std. Oil Co.
P. Sd. fleet burned off in a fire at Pt. Wells. Crew
jumped over the side and swam ashore. Cook drowned.
She is 111' long and 229 gross tons.

Built 1911 at Alameda, Cal. for Std. Oil.

229 gross; 139 net. 111 x 21.5 x 11.5 200 h.p. GASOLINE
Crew of 11 men. Owned by Std. Oil in 1925.

Affectionately known on the Sound as "Pee Two"
Retired at completion of her last trip late Mar. 1947
In 1932 her dry cargo capacity of 100 tons and bulk cargo
of 65,000 gallons was changed so she could carry 80,000
gallons.

In her 35 years she made 7154 voyages and carried
over 500-million gallons of gas, kerosene, stove and diesel
oil/ She only had one serious mishap and that in Aug. 21,
1928 at 15:30 she caught fire while loading at Point Wells
All of her upper works were destroyed. The cook was lost
when he leaped overboard to escape the flames. The rest
escaped serious injury but lost all their personal gear.

She was still powered with her original gasoline eng.
a 200 h.p. Union built in Oakland, Calif. During her
last 25 years Capt. Geo. Sorensen and Capt. Thure Agren
were most often in charge. Engine rs were Lou Simonsen
Orville Hirzel and Hjlmar Olsen.

PHEASANT

Juneau mailboat

1. Heavily iced at old City Flat. (PCA-10)

PHILIPS FOSS

Ex tug "LIVELY"

Picts. only as the LIVELY

PHILLIP B. LOW

Yukon River steamer

1. No picts.

Built at Seattle in 1898; 466 tons; She sank so many times that she was commonly called the "Fill-up Below" In 1900 she passed to Canadian registry and her name was changed to "Eldorado" Sold at auction in Dawson in 1901 and dismantled there in 1903. She may have become a barge.

PHILLIP F. KELLEY

Album 12.

Post Card Album 3.

N. E. Fish Co.
Steam tender.

1. Port, broad, slow, in stream. G
2. Port, broad, pile-driver a/s. Chatham Straits.
Post Card. Album 1.
3. Set of 3, stbd. broad, and near broad at Union Oil
4. Info. about her burning in 1954 Seafair. Album 44;p3
5. Picts. of burning of her and "YMS" Album 44; pp. 4.
6. V.G. broad--close-up 8 x 10 pict. (Book 48; pp. 19)

D.A.Disp. 5/16/1903 "Phillip F. Kelly", overloaded and
nearly sunk in the Gulf. Returned to Juneau with her
load and (D.A.Disp. 5/20/1903) str. "Mary D Hume" arr.
Juneau and load transferred to latter str. to take across
the Ala ka Gulf.

Built 1901 at Tacoma, Wn. for the Geo. T. Myres Co.

Info. Book 30. page 76

Used by them until about 1938 then sold to Capt. W.J.

Heljerick of Everett, Wn. in 1939. Had a 160 h.p. steam plant. Hull was laid up at Marysville for a few years and in 1950 she was repowered and towing in the Gulf of Alaska.

10/26/1901 she left Skagway for Juneau with a Mr. Ainsworth of the Pac. Pkg. & Nav. Co. which operates 26 canneries on the Pacific Coast. They have about 75 vessels, many of them Ocean steamers.

D.A.DISE. 9/30/1907; Capt. F.M. White arr. Juneau today on "Jefferson" and will leave for Sitkoh Bay to run Wm. Stewart's tug, "P.F.K." He will tow the bark "Katie Davenport" south to Seattle. She is loaded with 47,000 of the cannery's 97,000 case pack.

D.A.Disp. 4/20/1912 under Capt. Taffee she towed the hulk "Elwell" loaded with supplies, to Sitkoh Bay on the 18th.

D.A.Disp. 10/9/1917 pp.6; "Elwell" broke loose from the "--Kelly" and went ashore in Chatham Straits near the ent. to Peril Str. 45,000 cases salmon. Refloated--leaking

PHOENIX

Album 10.

Old steam tug.

1. Stbd. broad, shoving log raft. Double exposure. F

Built 1874 as the tug "Portland" 87 gross; 57 net;
75.7' x 16' x 6' Rebuilt in 1896 as a tender and named
"Clayoquot" Went to Canadian registry and was again
renamed---becoming the "Phoenix" She had been operated
out of Everett from 1891 to 1895 as the "Portland"

PHOENIX

Old Russian-Alaska boat.

1. No picts.

According to Alaska Life Apr. 1948 (Roland Ryder-Smith) the first vessel to be launched on the Pacific Coast--the "Phoenix", was constructed near Sitka by Russian and Native labor in 1794. (p. 7)

May have been a 3-masted bark --see sketch on page 38 in June 1952 Alaska Sportsman.

PHOENIX

Catalina Id. ferry

1. VG colored post card.

(PCA-10)

PHOENIX

U.S. tanker

1. Bow practically in street--after hurricane put her ashore. (Book #34 page 32.)

PHOENIX

Album 15.

Wood st. sch.

Ex "Aloha"

1. Port bow at sea, speed.

PCA 6

PHOENIX II

Clarence Moy's packer

1. On N.C.Co. ways Juneau; spring 1952

PHOTO QUEEN

Book 29

Joe Williamson's
ex "Hatfield"

1. Stbd. broad. (Magazine cut)

PHOTOQUEEN

Joe Williamsons

yacht. "Calista"

1. Pict. and info. as "Calista" (Album 43. pp. 5.)

PHYLLIS

Pacific Coast Wooden Steam Schooners

Lyman

1266 tons, built 1917 at Aberdeen for W.R. Chamberlin Cb.
S.F.

Carried 1250-M ft.

Had 800 triple ex. eng.

Was wrecked one mile north of Humbug, Oregon while
on her way from S.F. to Portland. Mar. 9, 1936.

XXX

PHYLLIS

Album 15.

Book 29

Wooden steam schooner.

Album 20.

Album 25

1. Port, broad, loaded, still, in stream. VG
2. Port, nearly broad, up-right, water nearly to deck
See wreck pict above in Album 20.
3. Port broad, slow. (Magazine cut)
4. Stbd. bow; big sea breaking over stern

PHYLLIS COMYN

Post Card Album 1.

Five-masted Bark.

1. Stbd. broad, anchored in Juneau Hbr.

VG

Emp. 8/14/1923/2 Crew signs on the "Phyllis Comyn"
 Emp. 8/20/1923/8 The steam tug "Floster" of the Wrangell
 Mill took the "Phyllis Comyn" away from the dock at 07:00
 today and on down the Channel. (Capt. O.A. Daeweritz on
 the "P.C.")
 Emp. 4/3/1924/6 She was almost overtaken by the "Russel
 Havistide" which made a record run of 72 days to Melbourne
 Australia. Both vessels are unloading side by side.

5-masted barkentine built in 1918 at the Rolph Yards on Humboldt Bay for the Emergency Fleet Corp.

Known as a Ferris hull and was to have been steam but was completed as a barkentine grossing about 2500 tons and measuring 245.3' x 45.5' x 28.3' Had two sisters the "Anne Comyn" and "Russel Haviside"

Emp. 6/6/1923/6 5-masted barkentine, "Phyllis Comyn" arr. Juneau today in tow of the tug "Sea Monarch", Capt. O. Beaton. The tug is 150' long and has 1100 h.p. steam. etc. The "Phyllis Comyn" is 320' x 46' x 22' and is 1129 net and 2300 gross tons. Has a crew of 16 men and is commanded by Capt. O.A. Daeweritz. The tug and tow arrived in Juneau at 23:30 last night.

Emp. 8/1/1923/8 Tug "Daniel Kern" coming to Juneau to tow "Phyllis Comyn" to sea. She has completed loading 1,700,000 ft. of lumber at Juneau for Australia.

Emp. 8/8/1923/2 W.T. & B. tugs "Argus" and "Monitor" arr. Juneau to tow "Phyllis Comyn" to sea off Cape Omaney.

Emp. 8/10/1923/2 " " " has crew troubles---the tug "Monitor" left with a barge and the "Arago" made a short trip but will be back shortly.

Book 29

PILGRIM

Hudson River Side-w

1. Port broad, print. (Magazine cut)

PILGRIM

No. 150778
Old sd. Wet-ass
1898

1. No picts.

Built 1898 at Seattle, Wn. 718 gross; 409 net;
176.1' x 35.4' x 5.9' Built by Moran Bros. Owned by the
Blue Star Nav. Co.---Capt. Drone. Was on the ways at
St. Michael in 1944.

PILGRIM

No. 150662
Old steam tug.

1. No picts.

Have very little on her except from a newspaper story in the ALASKA DISPATCH for Nov. 29 , 1901. Stated she was towing the disabled str. "Farallon" south in B.C. waters.

10/12/98 paper mentions the little steamer "Pilgrim" Capt. 'Windy Bill' Raymond hit a rock near Seward City on 9th and sunk. Mail got pretty wet. The vessel was later raised and towed to Skagway for repairs.

NOTE: the above may be another boat----requires a check.
Built 1893 at Portland, Ore. 56 gross; 45 net; 60 I.H.P.
72' x 12' x 4.9'

4/14/98 paper says Str. "Pilgrim" arrived from Seattle today making trip from Seattle in 101 hrs. She was to inaugurate a tri-weekly schedule to Lynn Canal ports from Juneau---beginning at 09:00 on Apr. 20th

PILGRIM

No. 201791

Pat Davis' gas-boat.

1. Stbd. broad, still; as halibut boat. (First album)

Built 1905 at Seattle, Wn. Gross 8: Net 5
33' x 9' x 3.2' 16 h.p. in 1928 and registered as owned
by T.H. "Pat" Davis in 1928

PILOT

May have been Canadian.
(Steam tug)

1. No picts.

This vessel was familiar to Gastineau Channel definitely during 1899 and 1900. She was the tug that towed the sailing barges "Colorado" and "Richard III" both ways from Comox, B.C. to Treadwell. Coal north and concentrates south.

8/4/1901 under Capt. Cutler, she arrived at Skagway. Had towed barge "Richard III" to Treadwell and was to pick it up on southbound trip.

In the summer of 1901 she made a triple unit tow from Van. B.C. to St. Michael and reported having no trouble.

K.M.J. 8/10/1901 says she will go to Skagway and tow the scows "Dawson", "McConnell", and "Ogilvie" to Van. for Adair Bros. These will be fitted for the Yukon River and towed to St. Michael by the "Pilot"

D.A.Disp. 8/28/1903 See card on TREADWELL, this date.

PINE BLUFF VICTORY

Victory ship.

1. Stbd. qtr. being pulled off Col. River mud bar by LSM "Salvage Chief" and wet-ass "Portland" in Sept. 1949.

PINGREE

Yukon River steamer

1. No picts.

See "Governor Pingree"

1. Port, near broad, sunk at Bremerton. (Mag. cut)

Info. Book 30; Page 42

1. Fair pict. in Old Sitka
album) (PCA--7) PINTA

Old U.S.S. War-ship
In S.E. Alaska '94

In 1883 claim jumpers were blasting and sluicing a ledge owned by John Treadwell asserting that placer mining had the right over quartz mining. About 200 miners headed by one Mike Powers were involved. Treadwell sent for the "Pinta" which came over commanded by one Capt. Merriam. He called a meeting in Co. Dixon's office and proved a very diplomatic speaker. In a while he had the crowd in good spirits and made Mike Powers bow his head in shame.
Al. Mining Rec. Mar. 18/1895
Joe Loy, Chinese who died in Ketch. in June 1951, age 86, joined the "Pinta" in Sitka in 1890 as one of her 4 cooks and stewards. She came up in 1884 and went back in 1897 and Joe stayed on her until she went back to Mare Id. Lieut. Commr. Washburn Maynard transferred 1/21/193 Lieut. Peacock temporarily in command until arrival of Lieut. Commander. Geo. A Bicknell in Mar. Ordered back to Mare Id. for repairs 3/30/'89 (ALASKAN) Papers nasty about her age and condition. Cost \$120,000. to overhaul, 6 yrs. ago!

1. No picts.

Good yarn in ALASKA NEWS Sept. 13, 1894---tells of her being eyesore to Navy and sent to Alaska. Show, obsolet underpowered, etc. Made trip Sitka to Juneau in 11 days-averaged 3 knots. Had to have machine shop in eng. room to keep machines going. Sitka poet made poem called "Pinta Ninety Miles Away" Anchored in Wrangell Narrows in fairway---S.S. "Queen" rushing through nearly rammed her---choice words between Navy officer and Capt. Jim Carrol of the "Queen" Carrol called her a 'spit box' etc. Some time later the Navy man sent an orderly on board the "Queen" to demand an apology----a letter was sent back but the content never divulged-----the two men never spoke after that.

Commanded by Wm. T. Burwell and with Chief Eng. Wm. Ransom in 1893. ~~Mar. 20th~~. from Mar. 1893.

Built 1865 at Chester, Pa. by Reaney, Son & Archibald
She was steam-schooner rigged, and iron hulled. 550 tons;
(Displacement) 1371 x 261 x 111
See more of her on cards for "Salmo" and "Elster"
Exec. Officer 1894 was Lieut Geo Emmons.

Card 2

PINTA

Old U.S. gun-boat
Sitka 1889

4/6/'89 Her boilers were being repaired preparatory to her returning to Mare Id.

Finally left Sitka Apr. 10, 1889 via inside passage. Very nasty article in ALASKAN (Sitka) 4/13/'89. She was passed by the "Corona" coming North about 60 miles out and 24 hours away from Sitka! Lieut A.C.Hodgson and Pilot Capt. W.E.George

ALASKAN (Sitka) 10/17/'89 She returned to Sitka today from Mare Id. where she had undergone an extensive overhaul. Capt. (Lieut. Cmdr. O.W.Farenholt and Chief Eng. Kinkaid.

ALASKAN (Sitka) 8/3/'89 says Lieut. Cmdr. W.W.Rhoades of U.S.Navy Receiving Ship "Dale" is to command the "Pinta" when she comes back to Sitka next month.
ALASKAN (Sitka) 11/9/'89 says the names of her three steam launches are "Ripple", "Wave", and "Veteran"---the last known as the "Black Maria".

ALASKAN (Sitka) 8/15/'96 says her steam launch tried to tow the bark "Marion" to sea but not powerful enough. Had to wait for str. "Wigwam" of Baranoff Pkg. Co. to come. She made the tow easily.

ALASKAN (Sitka) 1/30/'97 tells of her having more trouble. Left Sitka for Juneau at this time, and when only a couple miles out her boiler broke and scalded several engineers. Had to return to Sitka. Papers referred to her as 'worn out junk' and 'useless tub' etc.

ALASKAN (Sitka) 5/22/'97 says she was beached at Sitka and her bottom coppered and inspected before her return to Mare Id.

ALASKAN (Sitka) 7/17/'97 under Capt. F.M.Symonds she was convoyed to Port Townsend by the U.S.S."Alert" and kept ahead all the way down.

PIO BENITO

Barkentine

1. No picts.

See Page 66----Book No. 35

PIONEER

Killisnoo launch
V. Soboleff's.

1. Several good picts. of her in Book 38; pp. 59, 61;
2. 3 VG speed (PCA-7)

Emp. 8/1/1921/8 "Pioneer" suffers damaging fire at City
Float last night...

PCA 6

PIONEER

Anacortes cannery
tender.

1. At Anacortes; July 1952

PIONEER

No. 20399

Am. schooner

Sitka--1868

Departed Sitka 6/3/'68 for Kasaan and S.E. Alaska points.
Capt. John Kashevaroff commanding; 33.09 tons, burden.

Registered from another district at Sitka 4/28/'68
Vincent Baronovitch owner and Master. 33.69 tons.

Changed registry from Port Townsend to Sitka 4/28/68

Capt Ivan Kashevaroff 5/27/68

PIONEER

Album 10.

Book 29

Old steam tug.

1. Port, broad, slow, in stream, (no wheel-house) G
 2. Stbd. broad, slow, two sailing ships in background.
 3. Port, broad, slow, towline out as she is today. VG
 4. Stbd. broad, slow, towline out. (Mag. cut)
- 1882 came to West Coast; 1887 went to Col. River.
 1891 to P.S. Tug Boat Co. 160 gross; 60 net;
 107' x 21' x 13'

M.D. June, 18, 1949 says she was purchased by Foss and may be rebuilt and powered with a new diesel. The hull is said to be in excellent condition despite neglect of recent years.

She did some towing to Alaska around the turn of the Century. DAILY ALASKAN (Skagway) 3/28/01 says she arrived at Skagway from Wrangell towing the two river steamers, "Ogilvie" and "McConnell" which will be dismantled here shipped over the rail to Whitehorse and rebuilt on the Lake Capt. Nelson was in command of the "Pioneer"

Built 1878 at Philadelphia of Norway iron. Powered with a 400 h.p fore and aft compound steam plant which was such an innovation as to be on display at the Centennial Exposition before being installed in the "Pioneer" She had a beautiful deckhouse of black walnut, but this did not last very long. In 1882 she came around the Horn and out to work on S.F. Bay as a bar tug. Here she stove in her fancy house and a crude arrangement of 4, x 6's were bolted to the decks which served for several years. She received a new pilothouse when she passed to Puget Mill Co. a subsidiary of Pope & Talbot

Capt. John T. Gorman of Port Gamble was in her for 21 years.

The boat is now retired at Port Gamble and is being used for oil storage. The Historical Society is trying to get the old engine for their contemplated Museum in Seattle.

MORE INFO. BOOK #36 Page 41

M.D. 2/26/49 says engines are stored at Foss Co. yard until proposed Seattle marine museum is built. The hull has been donated by her owners, Pope & Talbot, to be used as a boys club.

Old steam tug.

Towed "Farallon" from S.E. Alaska 12/3/1901

A.R.M. 1/19/1901 says she arrived at Juneau to tow the "City of Topeka" south from the Treadwell beach as soon as temporary repairs to the latter are completed. She left Treadwell on Jan. 24th at 02:30 with her tow.

D.A.Disp. 4/20/1914 says she was in Juneau with the barge "James Drummond" in tow with frt. for Gypsum.

D.A.Disp. 6/24/1915 pp;8; Tug "Pioneer" towing barge "Garden City" and the river str. "Lois" waited at Dundas Bay, while the "Lois" ran in to Juneau with the body of a man who suicided enroute. Tow again made up and she proceeded across the Gulf----

D.A.Disp. 10/21/1915 pp.2 Lost barge "Washington" See story on card on latter.

D.A.Disp. 1/30/1917 pp.4; Tug "Pioneer" towing barge "Palmyra" south, will pick up cargo of "Prince John" at Petersburg and bring it to Juneau.

PIONEER

Halibut schooner

1. Bow view at dock; Ketchikan 1957.

(PCA-10)

PIONEER

Unit of C.&.G.Survey

1. To be laid up.

Book 42; pp. 4.

PIONEER DALE

American Pioneer
Lines----1956

1. Porthole pict.

(PHP--4)

The American Pioneer Lines is a wholly-owned subsidiary of the U.S. Lines. She is a C-2 type vessel---one of 15 owned by the company. (She is a steamship)

Another unit is the famous 'Blue Eagle' house flag. Others are the "Pioneer Bay" and "Pioneer Gem"

PIRRIE

Old barge of
W.R.Grace Co. 1920

Emp. 11/27/1920 Broke loose, or rather, had to be cut loose from the str. "Santa Rita" also of the W.R.Grace & Co. in a howling 94 mile gale, off the Oregon Coast, late yesterday. There are 20 persons on the barge and it is feared all have perished. The C.G. "Snohomish" is out bucking immense seas but has not found any trace of the missing barge. The streets of Aberdeen are flooded and Seattle has taken a terrific lashing from gale winds.

Emp. 11/29/1920 The barge "Pirrie" has been found dashed to pieces near James Id. Capt. Jensen and 23 others are believed to have perished...

Empire 11/30/1920 Two survivors and 3 bodies from the "Pirrie" have been found near Cape Johnson. Capt. J.K. Tibbetts of the "Santa Rita" had to cut loose to save his own ship.

Emp. 12/2/1920. More on this wreck...

Emp. 2/19/1923---tells of her as the "W.J.Pirrie"

P&T PIONEER

New diesel tug
Puget Sound.

1. Stbd. broad, Sept. '51 PMB page 21.

Replaces the old steam tug "Pioneer" for Pope & Talbot

PITTSBURGH BRIDGE

Steel steam schooners of the P.C.

Lyman

Built 1920

3545 tons, was bought by the Matson Line in 1927 and renamed the "Mala". About 10 years later her name was changed to the "Mapele", and she was still owned by the Matson in 1941.

P.J.ABLER

No. 150860

Old gas schooner..

Owned in Nome, Alas.

1. No pict.
2. Have pict. of her burning (from Wildes) (PCA--7)

D.A.Disp. 9/30/1915 pp.5. Burns to waters edge. V.G.
full account of fire, etc. in this issue of Dispatch.
116 gross; 97' x 24' x 5.9' Built 1900 at Seattle
Chartered to Shields and Natch of Seattle. Total

loss.
D.A.Disp: 9/29/1915 pp.8 Gas-powered sch., Captl E.B.
Hoffman; 78 tons, owned by Edw. A. Born of Nome. Left
Seattle Sept. 13 with lumbr. & gen. cargo for Bethel. Eng
quit off Limekiln Pt., Fixed; Steering chain parted in
Seymour Narrows on 15th. Fixed. Arr. Ketch. on 20th.
Two crewmen deserted. Left there 22nd; leaking and over-
loaded; had pump trouble; made Wrangell; Fixed and left.

Built 1900 at Seattle, Wn. 116 gross; 78 net; 80 h.p.gas.
97.2' x 24.9' x 5.9' Listed as pass. and frt.

Mentioned in M.D. July, 2, 1949 (page 15) in story on Capt. E.B.Hoffman. Says he commanded her when she burned. Hoffman served in the "Saratoga" William H Starbuck", "Bear", "Portland" "Corwin" and up until he retired after 50 years at sea, he was Capt. on the "La Merced" of the Peninsula Packing Co.

Also commanded by Capt. Louis Knafllich. 1906. Had one of original gasoline engines.

(SEE STORY OF FIRE ON LARGE FILE CARD.) Burned at Juneau Blown ashore at Nome Oct. 21, 1902 during a storm. Reported to be a total loss but was later refloated. Left Nome 6/23/1903 for Solomon

D.A. Disp. 12/20/1910 says she arr. Seattle from Good News Bay yesterday. Had bad time in ice. Pack had forced her ashore Oct. 21st and but for a wind change in late Nov. would never have come off this winter---if at all.

Wrangell on 24th. Hit storm that night. Pumps quit; Assist Eng. Frank Born gassed; deck cargo thrown overboard by crew to lighten her some. Chief Eng. Corbett also overcome by gas. Ran to Juneau and Capt Hoffman has taken up matter with Steamboat Inspectors. Owned by J.E.Shields.

D.A.Disp. 10/1/1915 pp.6; Everett P. Frohock, the Gov't. teacher for Good News, who was working his way up on the "Abler", had sent his wife and two small sons up on the larger and safer "Bender Bros" He is now stranded in Juneau, his family is up there, and his situation is desperate....

D.A.Disp. 10/7/1915 pp.7. Cargo of "Abler" pilfered--- search warrants issued to locate goods.

D.A.Disp. 10/9/1915 pp.4; Capt. Richard Hofstad of the gas-boat Helen" of Wrangell, arrested in connection with missing frt. of "Abler".

D.A.Disp. 10/20/1915 pp.5; Pete Madsen has bought the hulk of the "P.J.Abler" for her engines.

D.A.Disp. 11/7/1915. pp.7; Madsen towed the hull of the "Abler" to the Juneau side and beached it--He plans to

salvage the equipment and repair the hull...

PLAINFIELD

Steel Steam Schooners of the P.C.

Lyman

3133 tons was built 1918 in Elizabethport, N.J. yard of Bethlehem Shipbuilding Corp. and was sister of the "Tipton" Later became the "Mary Weems" of the Balt. & Calif. S.S.Co. and still later the "Admiral Peoples" of the Portland-Calif. S.S.Co.

In 1935 she became the "North Sea" of the N.T.Co. who still owned her in 1940

Lost on Porter Reef, Seaforth Channel, B.C.

PLANE WRECK PICTURES

1. Foss Co. salvages stratocruiser from waters of Puget Sound. VG. pict. and info. PWB May 1956 pp. 17

PLANES

Picts of.....

See card on AIRLINERS, etc.

2. Ellis Grumman Goose at Ketch. Colored. (PCA--7)

3. P.A.A. DC-6 in flight. Colored (PCA--7)

4. ACA PBY in ice path; Juneau Hbr. 2/23/56 (PCA--7)

PLEIADES

Old Nome ^usteamer 1907

9/9/1907/3 Taken off the Nome run.....

P.C.A. (5)

PLOVER

Douglas cannery tender.

(1) Two; port and stbd. broad on N.C.Co. ways.

FLOW CITY

Steel steam schooners of the P.C.

Lyman

Built 1919

3282 tons, was bought by the Charles Nelson Co. in 1927. Ten years later she was resold to Wilmington, Delaware, owners, and in 1941 was bought by the Hedger S.S. Corp. of that port.

POINT ADAMS

Steel Ste m Schooners of the Pacific Coast

Lyman

2671 tons, built 1917 at Albina yards, Portland as the GORM for Danish owners, but requisitioned by the U.S. Shipping Board as the POINT ADAMS.

1920 to Pacific Mail S.S.Co.

1924 to Hammond Lmbr. Co and renamed ASTORIA. Still owned by them in 1940.

3800 deadweight tons; 239 x 44 x 19

1400 h.p. triple-ex eng. by Elliot Corp. Baltimore

POINT ARENA

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

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

Carried 200-M ft. and had 150 compound steam H.S.&.H.

Sold 1889 to Capt. Beecher for the Vancouver Id.

trade, but a few years later was back in S.F. under the
ownership of C.D.Foard, and later of the Beadle S.S.Co.

She was wrecked on Pigeon Point without loss of life
Aug. 9, 1913.

POINT ARENA

No. 150402
First st. sch. of
that name.

1. No picts.

Built 1887 at, S.F. Calif. 245 gross/ 108 net
115' x 30' x 9' Registered as Pass. Crew of 15; 150 h.p

Stranded Aug. 9, 1913 on Pigeon Pt. Calif. with 18 people
on board. There was no loss of life.

POINT ARENA

Steel Steam Schooners of the Pacific Coast

Lyman

2117 tons, was launched Nov. 3, 1917 as the MARGIT for Swedish owners, but before completion was requisitioned by the U.S. Shipping Board. The name TILLAMOOK was first assigned to her, but she was eventually registered as the POINT ARENA. She was built at the Albina yards in Portland

In 1923 sold to the Siler Mill Co. of Seattle, and, in 1925 to the Hart-Wood Lmbr. Co. of S.F. In 1927 she became the TILLAMOOK of the Hammond Lmbr. Co., and in 1935 she was sold to the Lawrence Philips S.S. Co. of E.A. and became the LAWRENCE PHILIPS.

She was still owned and operated by them in 1940.

3300 deadweight tons: 251 x 43.5 x 18
1200 h.p. triple expansion engines by Albina.

POINT BARROW

USS (AKD)

Dock cargo ship

1. VG pict. (S & S Summer '59 pp 28)

POINT BONITA

Steel Steam Schooners of the Pacific Coast

Lyman

2675 tons, built by Albina Works at Portland, 1917

Was to have been called the VIKING for Danish owners but was requisitioned by the U.S. Shipping Board in 1918 and named POINT BONITA.

Sold to Pacific Mail S.S.Co. 1920

Sold to Hammond Lmbr Co. of S.F. 1924 and renamed SAN PEDRO.

In 1932 she became the OLIVER OLSON, of the Oliver J. Olson Co. of S.F. and in June, 1940 she was acquired by the McCormick S.S.Co. of S.F.

3800 deadweight tons; 289 x 44 x 19.

1400 h.p. triple-ex. by Elliot Machine Corp. Baltimore

POINT ELLICE

Old B.C. steam tug.

1. No picts.

Being retired etc. Some history. (N.B. 21; pp 73.)

POINTER

American sealing sch.

See card on "Arctic."

POINT JUDITH

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

2670 tons, built 1917 and completed 1918 at Albina yards, in Portland. Originally to be CARL of Danish owners but requisitioned by U.S. Shipping Board.

1920 to Pacific Mail

1925 to Swayne & Hoyt

1929 to C.R. McCormick Lmbr. Co. and renamed the CHARLES L. WHEELER JR. Was still owned in 1940 by the McCormick division of Pope & Talbot. Inc.

3800 deadweight tons: 289 x 44 x 19

1400 h.p. triple-ex. eng. by Elliot Corp. Baltimore.

POINT LOBOS

Steel Steam Schooners of the Pacific Coast

Lyman

2670 tons, built 1917 at the Albina yard for Danish owners as the SKJOLD. Requisitioned by U.S. Shipping Bd. 1918 as POINT LOBOS.

1920 sold by U.S. to Pacific Mail.

1925 to Swayne & Hoyt of S.F. for their Gulf-Pacific Line

1929 to Broughton & Wiggins Navigation Co. of Portland and renamed the Ernest H. Meyer, replacing the wooden steam schooner of the same name, which was scrapped

1931 to Portland S.S.Co. and in Sept. 1940 was sold to L.G.Gray & Co. S.F. and renamed the MORLEN.

3800 deadweight tons: 289 x 44 x 19

1400 triple-ex. eng. by Elliot Corp. of Baltimore.

XXX

Album 16.

POINT LOBOS

Steel freighter.

1.

Looking down on port broad. Ship on even keel,
bow nearly dry, level fore and aft.

Aground 1935---See info. pp. 14, Book 44.

Aground near Mukilteo 2/20/1934 (Book 39; pp 62)

VG. pict. of her beached near Golden Gate 7/6/1939/6 in Emp
Beached in fog. In 1936 she was involved in a labor
killing and last winter she rammed and sunk a tug in S.F

POINT LOMA

Steel Steam Schooners of the Pacific Coast

Lyman

2119 tons, was built as hull no.1. on books of Albina Engine & Machine Works of Portland. Launched on Nov. 29, 1917. and christened ERLING by her Norwegian owners; but before completion in 1918 she was requisitioned by the U.S. Shipping Board and registered as the POINT LOMA.

In 1923 she was acquired by the Hart-Wood Lmbr. Co.

Sold 1933 to Lawrence Phillips S.S.Co. of L.A. Calif. and renamed DOROTHY PHILIPS.

Used by A.T.S. during War. and still on Alaska run after the War.

3300 deadweight tons. 251 X 43.5 x 18
1200 h.p. triple-expansion engines by Albina.

POINT REYES

P.C.A. ④

Fish-packer
Don Milnes'

① Stbd. broad, outside of seiner "Excellent" Sitka.

6/11/1945/2 Used by Navy and has been laying in the Juneau
boat hbr. for some time now---has been sold to Don
Milness, John Osbakken, and Louis Johansen of Sitka.

XXX

Album

16.

POINT VINCENTE

Steel freighter.

1.

From stbd. qtr. Port list, nose ashore near high
bluffs/ Level fore and aft.

POLAND VICTORY

Victory ship

1. No picts.

See story in Book 36; Page 69

Book 30

POLAR BEAR

Album 11.

Coastwise Trans. Co.
Frt. Pass. and Mail.

1. Port, nearly broad at Wrangell dock after being
raised by LaGasa.

G

2. Stbd. broad, on her side Duwamish River. (Mag. cut)

See "Margnita"

Marine Digest Dec. 18, 1948. says she was burned at Richmond Beach recently and then towed out to deep water and remains sunk in 60 fathoms.

Info. Book 30. Page 42

Good Info. Book 37 pp. 43.

POLAR BEAR

Old steam screw
Alaska 1892

9/3/1892 Wm. Christensen her Chief Eng. arrived at Sitka on the Mail str. "Elsie" from Unalaska. He reports that on Aug. 3, 1892 she was bound through Blind Pass (Between Unimak Id. and Alaska Penninsula) from Nushegak to S.F. with a cargo of cased salmon. She grounded and while trying to back off she was shot at by a garrison of Marines from the "Yorktown" which had been stationed in the Pass to prevent seal poachers getting through. They used a 'gattling gun' and many bullets hit the vessel. Mr. Christensen was hit in the arm. After the vessel backed clear, she ran to Unalaska to seek medical aid for the injured man. (Quite a stink raised in papers ALASKAN) (Sitka)

POLAR BEAR

Ex. "Margnita"

1. Abandoned as total loss 7/30/1935; (Juneau 9; pp. 40)

4/14/1938/6 "Polar Bear" Capt Art LaGasa unreported since she left Kodiak on Mar. 29th. C.G. out to search.

4/20/1938/6 Found on beach off Huyak Island. Broke down and drifted ashore. C.G. "Morris" to her aid and will to her to Seward or get boat of Wash. Fish & Oyster Co. to do it. (Western Trader)

6/24/1940/6 "Polar Bear", Capt. Art LaGasa, here today from Cordova.

POLAR BEAR

Album 22

Trader, exp. schooner.

1. Port broad, in Ketchikan Harbor.

Emp. 12/6/1921/8 V.G. Capt. G.K. Gudmundsen, of the scho.
"Polar Bear" unhappy about the Russians--says they crush
all ambition, etc. V.G. parallel to modern times.

Built by E. W. Heath on the Duwamish River, back of Georgetown and launched Apr. 20, 1911. Modeled after Gloucester schooners. 85' x 20' x 9'

Built in 1911 and joined Stefenson's exploration in 1915. She was lost in Siberia on the Colyma River in 1922. Her Capt. was Capt. Louis Lane. Arvid Franzen ship wrecker of Richmond Beach was in her in 1911 on her trading, hunting and trapping trip to St. Mathews Island.

There was another "Polar Bear" a palatial yacht-type ship reported to have been lost on Pillar Rock south of St. Mathews Island.

NOTE: See ALASKA-Yukon Mag. Apr. 1911 Page 38 for story of Jack London's trip on her with Capt. Louis L. Lane.

MORE INFO. IN BOOK 36; Page 44

D.A.Disp. 6/15/1916 says 'Capt. Louis Lane's power sch. "Polar Bear", launched.

Emp. 4/2/1921 Trading sch. "Polar Bear", Capt. S.K.Gudmundsen, is safe in winter quarters near mouth of the Kolyma River in Siberia.

POLARIS

Yacht "Pesado Manana"

1. Picts. at Ketchikan 1956.

(PCA-10)

P.C.A. ⑥

POLARIS

Ex. Landing craft.
Floating cannery

① Port bow a/s "Alaska Queen" at N.T.Co. dock 10/2/'48

Album 10.

Book 29

Old side-wheel tug.

Book 31

1. Stbd. broad, slow, near beach housed. Port Blakely.
2. Stbd. broad, near tent town. (Magazine cut)
3. Stbd. broad, abandoned hull on beach. (Mag. cut)
4. Good picts. and story. Nov. '52, S.&S. p. 16-17
5. Fair pict. of hulk in 1915. (AS Oct. '57 pp 29)

Some info on her in 1947 DIARY Page Jan. 13.

MORE INFO. Book 36; Page 42

Departed Sitka 4/11/'68 for S.F. Capt. Wm. Kohl, commandin
152.50 tons burden.

Changed from Russ. to U.S.Reg. 1/15/68 152.50 tons.

D.A.Disp. 3/11/1915 pp,2; Going to Pieces at St Michael;
good short news article.

See pp.13. Book 44. "POLOTOFSKY" article which I refuted.
Some mis-information on her. (Book 44; pp. 13.)

POMARE

ex F.S. 242(ATS)

"Princess of Alberni"

"Nootka Prince"

1. No. pict.
2. Pict. and info. Book 41; pp. 7/
3. Sold to C.P.S.S.Co. Album 48; pp. 7/

601 registered tons. War built F.S. for the U.S. Army. Will be a new ship in the Alaska trade and will replace a mail boat on the run held previously by Heinie Berger and the boat "Garland" President of the newly formed Seattle S.S.Co. is Chesly D. Priest of Portland, Ore.
M.D. 7/8/50

After many costly delays, groundings etc, she was forced to retire from the mail contract which was then let to the Berger Trans. Co. operating the "Garland" a sister F.S. boat.

The "Pomare" now laid up in Seattle, came her from the Hawaiian Islands and was operated under the name of Aleutian S.S.Co.

POMO

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

368 tons; built 1903 at Fairhaven, Calif. by the Bendixsen yards for the Albion River S.S.Co. of S.F. under the management of Swayne & Hoyt.

Carried 300-M ft. lumber and had a triple expansion engine from Montague Iron Wks.

Foundered off Pt. Reyes Dec. 31, 1913 without loss of life. There was 24 men on board at the time.

XXX

Album ●. 17

POMONA

No. 150444

Old Coastal Steamship.

1. Port nearly broad aft. sunk to house, laying on Stbd. side inside a reef. Wrecking steamer "Greenwood" riding at anchor near by. Taken near Fort Ross Calif. 1908.
2. V.G. 8 x 10 enlargement of above pict. (Book 48; pp 36)

Built 1888 at S.F.Calif. Carried ~~59~~ crew. 1100 h.p.
1264 gross; 951 net; 225' x 33.5' x 16'

She was wrecked near Fort Ross, Calif. Mar. 17, 1908
Had 147 people on board and none were lost.

Was a unit of old West Coast S.S.Co. until the company
was bought out to cut out competetion 3/30/'89, by the
P.C.S.S.Co.

POPULARBRANCH

Unit of Straits Tow-
ing. Co.

1. Picts. and info. Book 42; pp. 5-34.

PORT ADMIRAL

Old sailing ship
barge 1913

D.A.Disp. 3/18/1913 The Ketchikan tender "Forester" recently towed the old Wrangell landmark, "Port Admiral" from Wrangell to the E. Weise Cold Storage at Port Conclusion, loaded with lumber and supplies. For many yrs. the old "Port Admiral" lay on the beach in Etolin Bay, her hull used by the Wrangell kids for a swimming tank.

Pict. laying at anchor in Kootznahoo Inlet with several other craft. See page 57; Book 38

PORT ANGELES

Pacific Coast Wooden Steam Schooners.

Lyman

1358 tons, built 1916, by Kruse & Banks, North Bend
for the Chas Nelson Co. who owned her until sold to the
Russians in 1936.

Carried 1200-M ft.

900 h.p. triple ex. eng.

Never sailed under the Russian flag but was scrap ed
at Antioch about 1926

XXX

Album  20

PORT JUDITH

Large freighter.

1. Port bow, from beach, showing her up-right and nearly dry on beach at Luna Park.

Album 2.
Album 14.
PHP 2

PORTLAND

No. 95844
Gold Rush Pass. Str.

1. Stbd. broad, at Seattle dock; early. VG
2. Stbd. broad, backing away from Seattle pier. G
3. Port, nearly broad, backing away, pennants; smoke. VG
4. Port near broad, flags, smoke. (Porthole)
5. V.G. picts. and history. A.S. Aug. '55 pp. 14----

Built 1885 at Bath, Me. 1420 gross; 966 net; 650 h.p.
Crew of 52. 191.8' x 36.1' x 20.2'
Wrecked in Katalia Bay, Alaska in blinding snow-storm
Nov. 12, 1910 No lives lost out of 83 on board.
July 8, 1902 she was sighted caught in ice pack and
drifting north thru' Bering Strait. For many days she was
believed lost but turned up battered but O.K. on July, 17.
at Nome.
1889 sold to Kodlak Pkg. Co. but proved too large.
1892 she smuggled from B.C. to Portland, Ore. seized and
sold to Sutton & Beebe of Portland and renamed "Portland"
1897 sold to S.F. and used on Nome run. Sold to Alaska
Coast Co.

"Haitian Republic"

Built in 1885 as the "Haytian" Later used for running contraband to rebels in Haiti and seized there in 1889. U.S. Gov't. forced her release and irate Haitians had gun-boat intercept her leaving Port au Prince. She managed to evade the gun-boat but not without numerous visible scars which she still had when she made the Pacific Coast. Was not successful ship as passenger str. or cannery ship so owners chartered her to a Portland firm who used her for smuggling Chinks and opium into the country. She was then seized by the Gov't. and later sold. Had been very successful in last trade. New owners refitted her and used her legitimately in all ports from Panama to Nome. She later became a unit of the Alaska Coast Co. and it was while with them that she was wrecked at Katalla during a severe snowstorm Nov. 12, 1910. To be replaced by the "Adm Sampson"

MORE INFO. BOOK 35; Page 16

More in 1947 DIARY Page. Jan. 19

Wooden hull. 1420 Gross; 966 net; 191.5'x36.1'x20.2'

Card 2

PORTLAND

Gold Rush str.

1. Two VG. 8 x 10 of wreck 1905 (Book 48; pp. 34--35)
- 2/18/1907 she piled up on Gabriola Id. B.C. in thick weather. Her pass. were removed and on the 19th she refloated and proceeded to Victoria under her own steam leaking badly.

See cards on "Haitian Republic" and "Hatien Republic"

A.D.DISPATCH: 9/13/1907 tells of 'race riot' on her at Seattle dock. 20 Hindus had been hired to work on the construction of the Home Railroad at Valdez. White pass. threw them off the boat and the whole crew threatened to desert so Capt. Humphrey ordered their money returned and the vessel left without them. Local police gave no aid. They are to be deported to Van. B.C.

D.A.Disp. 11/11/1916 pp.6 She is being scrapped for her metals, on the beach at Katalla, by E.E.Miller.

D.A.Disp. 2/8/1906 says she 'will make Seattle under her own steam, but has a hole in her side after she hit rocks near Ketchikan and was soft patched

D.A.Disp. 11/15/1910 says she went ashore on Martins Pt.
near Katalla during a blinding snow storm on Sat. Nov. 9
and is believed a total wreck. Pass and mail are safe
on shore near the mouth of the Katalla River.

Pict. and info. Book 41; pp 50

Steering wheel presented to Historical Society in 1955

See. Book 44; pp. 16.)

Pulled off rocks near Ketchikan by "Rush" and "Sampson"

See (NOTE BOOK 27; pp 119)

See A TON OF GOLD in PAGENT Dec. 1957 page 70.

PHP 3

PORTLAND

New Swedish M.S.
Johnson Lines

1. Port bow, backing away. (Porthole) (PHP--3)
2. Also VG porthole pict. (PHP--4)

Arrived at Portland, Ore Nov. 6, 1952 on her maiden trip.
9000 ton M.S. has a speed of 21 knots and has accommodations
for 12 first class pass.

She is a sister ship to 5 other Johnson liners: the
"Seattle", "Golden Gate", "Lions Gate", "Silver Gate"
and "Los Angeles"

PORTLAND

Col. River St.W.

1. Pict. and info. 1955;
2. At Astoria Jule 1955

Album 43; pp. 5.
(PCA--7)

PORTLAND

Album 22.

Old Wooden st. schooner.
See "Kuskokwim River"

1. Port broad, in Ketchikan Harbor.

2. " " " " " "

See card on Oregon-Alaska S.S.Co.

D.A.Disp. 7/12/1917 pp.6; Str. "Portland" ex "Kuskokwim River" broke down in Alert Bay, B.C. yesterday. A tug was dispatched from Seattle to tow her back to that port. Operated by the Independent S.S.Co. for the Alaska Pac. Fisheries Co. as a cannery vessel.

D.A.Disp. 1/12/1918 pp.4 The crew of the M.S."Portland" which burned at sea off the S.A. coast, have been landed at Callao, Peru, today.

PORTLAND

East Coast pass.
steamship.

1.

Foundered off the Coast of Mass. on the night of Nov. 27,
1998. during a storm. All 127 persons on board were lost.

PORTLAND

No. 20457

Album 11.

Codfisher

1. With other sailors in Bristol Bay.

Built 1873 at Coos Bay, Ore. 493 gross; 468 net;
161' x 35.5' x 13.6' Crew of 9 Wrecked when she stranded
in San. Pedro Harbor, Calif. 6/19/06 All 10 persons on
her were saved.

Book 31

PHP 3

PORTLAND

Book 29

New Wet-ass.

Portland City tow-boa

1. Port broad, speed. good. (Magazine cut)
2. Stbd. broad, from air: assisting "Salvage Chief"
to pull "Pine Bluff Victory off bar.
3. Port broad; speed. (Porthole)
4. Port bow; racing with "Henderson" (Porthole)
5. Stbd. broad; assisting "Winslow S.Homer" off bottom
in Col. River. (P.32; Mar. '52 SHIPS & SAILING)
6. Port broad. slow. (Book 33. p. 17.)
7. Pict. Book 41; pp. 26

Some info. on her in 1947 DIARY Page. Feb. 6.

In her race with the "Henderson" she came out second best. Her master was Capt. Bob Livingston.

History and info. Page 44; Book 37.

Pict. and story. Book 42; pp. 7.

M.D. July 21, 1956----Losing 15,000 to \$20,000. per year
for Port of Portland so may cease operating.

Later info. BOOK 44; pp 53

PORTLAND

Early Everett, Wn. tug

1. Picts of her only as the "Phoenix"

See reverse side of car on "Phoenix"

PORTLAND

Small Sd. steam
tug.

1. No picts.

60' long and had operated around the Sound before the turn of the century. She came to Alaska in 1895 to work around the cannery in Yes Bay. Word was brought to Juneau on the Str. "Chilkat" that Capt. Wyman anchored too close to the rocks in Yes Bay and when the tide went out the vessel was punctured and sank to become a total loss. The value was placed at about \$2000. ALASKA NEWS 7/25/1895

PORTLOCK

Album 11.

Halibutter.

1. Port, broad, speed, in Lake Union. VG
2. VG. at Juneau Cold Storage dock. (PCA-10)

Emp. 12/10/1925/6 "Portlock" total wreck on Pt. Couverdin reefs at 18:40 Tues in heavy S.E. BUILT at Tacoma 1923 for \$24,000. Insured for \$20,000. Was enroute to Lisianski Inlet with Magnus Hansen, owner, John Lowell, Pete Anderson and Pete Aase, etc. on board.

Emp. 12/21/1925/6 "Portlock" drifted off the reef and sunk about a mile off shore---only top of mast showing.

Emp. 1/15/1925/6 "Portlock" towed in to Juneau, badly damaged. (Wrecked on Couverdin reef Dec. 8th) Full story of her raising. Work done by Sam Jacobsen, diver, J.V. Davis, Geo. Franklin, Tom Smith and Bert Maycock from Tom Smith's boat "America First"

Emp. 11/16/1926/6 "Portlock" to take 50 tons concentrates from Apex El Nido mine to Tacoma. Ave. \$103. per ton.

Emp. 3/24/1927/8 "Portlock" 19 days overdue from Yakutat, reaches Pr. Rupert today. Capt Martin Selness.

PORT OF BANDON

Album 8

Book 32

1. Stbd. nearly broad, speed, Seattle Hbr. as U.S.A.T.
2. Stbd. broad, slow, at Bandon, Ore. (Mag. Cut) V.G.
3. Stbd. qtr. ready to be launched. (Mag. cut)

Built in 1939 at the old Prosper yard in Bandon, Ore one of the best known yards on the Coast (They also built the steam Schooners "Raymond" "Wesley" and "Oregon" (Schooner)

86' x 22' x 9' and has a 500 h.p. F.M. diesel giving a top speed of 11 knots and a half. Her anchor and towing winchs are air driven.

Her main duty is to handle ships over the tricky Bandon bar in bad weather, and she can manage 1200' of $1\frac{1}{4}$ " steel wire. Her designer was limited to a 72" wheel to get clearance. All loft work was done at Joe Dyer's Astoria Marine Construction Co. and patterns shipped to the Prosper yard where the work was supervised by Capt. Victor Laivo her master.

Keel, keelson, deadwoods are fir. Stem is butt Port Orford cedar. Bilge clamps are 5 x 8, nine strakes the full length and all edge bolted through the frames. House is built up solid and ceiled on outside and inside. Cabins and galley are in mahogany and cedar trim. She is also equipped for fire fighting to afford the city waterfront protection in addition to tug duties.

PORT ORCHARD

Book (29)

Old Wet-ass
ex "Skagit Chief"

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

SOME INFO. BOOK 36; Page 54

Album 15.

PORT ORFORD

Wooden Steam Sch.

1. Port, nearly broad, at sea, Eureka, Cal.

VG

Ran on rocks on North end of Yasha Island (Chatham Str.)
Alaska during a snowstorm on night of Dec. 22, 1941. She
broke up the following day.

MORE INFO. BOOK 36; Page 14

12/29/1942/6 Hit on Yasha Island on the night of Dec. 22
in a snow storm Capt. Joseph Bretsen and 27 crew safe
at Petersburg. Landed in life-boats at Tyee and then
taken to Petersburg by the seiner "Wilhelmina".
She had left Everett Dec. 12th. Owned by the Port
Orford Lumber Co. etc.

Book 32

PORT SEWALL

Maritime Comm. tug.

1. Port near broad. (Mag. cut)

Built by the Steinbeck Iron Works of Tillamook, Ore for the Maritime Comm. 65' x 16' x 8' designated as V2-M-ALL type tugs and powered with single 230 h.p. Superior Diesels Contracts for these tugs were let late in 1942 and the price for each tug was reputed to be about \$40,000 each. Some were also built at the Siletz Boat Works of Kernville, Ore. Steinbeck also delivered the "Port Kennedy" and the Siletz Wks. the "Port Stanley"

Post Card Album 1.
Album 22.

PORT SIMPSON

Stikine River Steamer

1. Port bow against river bank. Excursion Party on board, for Telegraph Creek.
2. Port bow, in Ketchikan Harbor.
3. Same as No. 1. above. (PCA--7)

Album (27)

PORTUGBAR

Miki-type tug.
Ocean Tow, Inc.

(1) Stbd. broad, slow, Seattle Hbr.

1200 h.p. Enterprise powered Miki type tug.

M.D. Mar. 3, 1951 says she made one of the longest towing feats based on comparative H.P. and weight of vessels, completed successfully.

Under Capt. Martin Guchee, P.T.&B Co. deep sea towing fleet manager, she arrived in Portland, Ore. towing three 327' LST's after a 5500 mile tow from Orange Texas.

Trip started 3 days before Xmas and was completed in 61 days, 55 of them spent in actual towing.

PORTUS B. WEARE

No. 150646
Yukon River Str.

1. No picts.
2. Good pict. of her in Album 48; pp. 17

See card on "Weare"

Built 1892 at St. Michael. 400 gross; 200 net;
175' x 28' x 4' 230 h.p. steam

Was the first boat of the North American Trading &
Transportation Co. Was on the ways at St. Michael in 1944

Brought up in pieces on deck of the steam sch. "Alice
Blanchard" 7/24/'92

ALASKAN (Sitka) 2/2/'95 says unit of N.A.T.&T.Co. str.
on Yukon connects with ocean str. at St Michael.

J.C.M.R. 11/17/1892 V.G. History of the stry "P.B.Weare"

The article says she left Seattle July, 6th, 1892
in parts, on the deck of the str. "Alice Blanchard".
Capt. J.C. Barr and a crew of 15 men went along to build
her at St Michael and Capt. Barr to take command. She was
completed and launched Sept. 15th, 1892 175' x 28' x 4.5'
More-----

POTLATCH

No. 150793

Yukon River steamer

1. No picts.

Known to have been on the River in 1900

Built 1898 at Unalaska. 18 gross; 9 net; 35' x 10' x 1.5'

XXX

POTLATCH

Album 2.

Album 19.

Med. Pass. Str.

- | | | |
|----|--|----|
| 1. | Port bow, backing away from dock Seattle. | G. |
| 2. | Port qtr. bow into rocky bank, tree covered. | |

Built 1912 at Seattle for the P. Sd. Nav. Co. and abandoned in 1917 although she was used occasionally after that year on the Seattle-Bellingham run. She was broken up for scrap in 1937.

575 gross; 325 net; 150' x 26.8' x 16.8'

Book 38

POTOSI

Old sailing ship

1. V.G. 8 x 10 Neg. no. 728

POTRIMPOS

3-mast. German bark.

1. VG story and pict. of her stranding. (N.B. 23; pp 136)

POTTER

Old sailing ship-barge

"John O. Potter"

1. No picts.

DAILY ALASKA DISPATCH June, 22, 1903 says she was being towed by the tug "Richard Holyoke" Capt. Bob Hall, heavily burdened with ore when she scraped the rock which now bears her name in Tongass Narrows. The barge sustained minor damage.

D.A.Disp. 2/23/1904 Arrived at Treadwell today from Vict. B.C. with load of coal; towed by tug "Pilot"

D.A.Disp. 6/22/1903 Capt. Robert Hall of the tug "Richard Holyoke" which towed the ore-laden barge "Potter" south, reports a bad rock in Tongass Narrows. The "Potter" bounced off it but was not badly damaged.

POWELL NO. 1.

Barge of Kingcome
Nav. Co. 1955

1. Pict. and info.

Album 43.

POWELL RIVER

New B.C. newsprint
carrier--1954

1. Pict.

Book 42; pp. 15.

POWER

Yukon River steamer

1. No picts.

See "T. C. Power"

POWHATAN

Old bark
Sitka 1870

Arr Sitka 2/21/'70 Capt. Francis Blackstone.
432.62 tons burthen

PRATT VICTORY

Victory ship.

1. Pict. and info.

Album 43. pp. 7.

XXX

PREMIER

Album 16.

Old pass. steamer

Album 26

Later "Charmer"

1. Port bow, at old pier/ large hole in hull on port side foreward. Small steam tug "Mystic" and old sailing ship aft of "Premier" in pict.
2. Nearly the same from Lewis and Dryden. (620 neg.)

Built 1886 at S.F. Calif. 1044 gross; 497 net;
200' x 42' x 12.9' Was sunk Oct. 8, 1892 in collision
with the S.S. "Willamette" near Bush Point (Puget Sound)
At the time she was owned in Canada. Raised and under
care of U.S. Marshall at Port Townsend when stolen by the
tug "Mystic" and towed to Victoria, B.C. Repaired and
renamed "Charmer" Broken up in B.C. for scrap in 1938

PREMIER

No. 150087

3-masted schooner

A.P.A. 1901

1. No picts.

See page 66----Book No. 35

Built 1876 at Port Ludlow, Wash. 307 gross; 292 net;
141.7' x 33.4' x 10.8'

PRENTISS

Pacific Coast Wooden Steam Schooners

Lyman

406 tons; built 1902 at Oakland by W.A.Boole & Son for Geo. D. Gray, of S.F.

Had 400 h.p. compound engine from Fulton Iron Wks.

Carried 400-M ft. lumber. Owned from 1903 to '06 by the Calif. & Ore. Coast S.S.Co. then after that by the Pacific Lmbr. Trans. Co.

In 1917 she went to A.F.Mahony, of S.F. who sold her to Mexican owners in 1934

She arrived from Ensenada at Los Angeles in July 1935, and was then laid up at the L.A.Shipbldg.D.D.Co. where she was dismantled in Aug. 1940

PRESIDENT

Album (1).

Pacific Coast S.S.Co
Passenger str.

(1). Stbd. bow, close, speed, Maltese Cross on stack. G.

Built 1907 at Camden, N.J. as first P.C.S.S.Co. vessel of that name (President) In 1916 she passed to the Adm. Line and became the "Dorothy Alex." In the early 1930's she was sold to the A.S.S.Co. and became the "Columbia"

1/4/1907 papers said she and the "Governor" were to go on the Nome run this year---by P.C.S.S.Co.

Was soon to come around from East Coast (Feb. 1907 papers)

Took newspaper equipment to Nome 6/5/1907

Emp. 7/19/1922/6 Renamed "Dorothy Alexander" for the daughter of Pres. H.F.Alexander of the P.S.S.Co.

PRESIDENT ADAMS

New A.P.Lines (1956)

M.D. 8/11/1956----Newest vessel in American Pres. Lines
\$275,000,000. replacement program, the S.S. "Pres. Adams"
arrived last week in S.F.

The new luxury cargoliner, is 563' long, 76' beam and
has a service speed of 20 knots, a crew of 59, and will
carry 12 pass. Will ply between the East and West Coasts
of this country, Asia and Europe.

PRESIDENT BUCHANAN

Old transport

1. Picts as "Pres. Grant and "Republic"

See file card on "Republic" and Pres. Grant. Also page
6 in Oct. S. & S

PRESIDENT CLEVELAND

PHP. ①.

Large Liner.

①. Port near broad, slow. (Porthole)

See article in 1947 DIARY Page Jan. 10.
See Book 37; page 66 for additional info.

PHP

3.

PRESIDENT CLEVELAND

New vessel of Am.-
President Lines

1. Port broad, two-stacker, under bridge. (P.H.P.)
2. Port bow at dock. June S.&S. '52 Page 39

Built at the Bethlehem-Alameda Yards in 1946 along with her sister ship the "President Wilson" Both were constructed from P-2 hulls of the Admiral class and designed to specifications of the AM.Pres. Lines. Carry 324 first class pass, 290 in third. Crew accommodations for 338

The same yards turned out the Navy Transports: Admirals Coontz, Benson, Eberle, Sims, Hughes, Rodman, Mayo and Capps, during War II.

M.D. Jan. 13, 1951

See Book 37; page 66 for additional info.

PRESIDENT COOLIDGE

Large U.S. Liner

1. Good Port broad. (Page 41; Aug. '52; S.&.S)
- 2, Good pictsp and story of her sinking. Pp 25; June, '53
S.&.S.

PRESIDENT FILMORE

Lg. U.S. liner
"Panamanian"

1. No picts.

INFO. IN BOOK 35 . Page 32
ALSO IN BOOK AS "PANAMANIAN"

Book 32
PHP. 1.

PRESIDENT GRANT

Lg. ocean Liner.

1. Port bow, backing away from crowded pier. (Port-hole)
2. Stbd. near broad, still in stream. Good. (Porthole)
3. Port bow. in D.D. (Mag. cut)

535' taken over during War as Navy transport "Harris"
6/26/48 M.D. says recently sold for scrap along with
"Zeilin" "Henry T. Allen" and "J. Franklin Bell"

MORE INFO. BOOK 36; Pages 43--44

MORE INFO. BOOK 35; Page 25

More info. Book 37. Page 57

See file card on "Republic"

PRESIDENT HARRISON

Book 29

Ocean Liner

PHP. 1.

1. Port bow at dock. (Magazine cut)

2. Stbd. bow, slow, city skyline. (Porthole).

Info. Book 36; Pages 13--76

PRESIDENT HAYES

PHP. ①

Lg. Ocean Liner.

① Stbd. bow, backing out. (Porthole)

Book 31.

PRESIDENT HOOVER

Large U.S. Liner.

1. Stern view on rocks . (Mag. cut.)
2. Stbd. qtr. of same wreck----distance. (Mag. cut)

First of the name.

U.S. Lines Liner.

1. Port bow at Pier. (Mag. cut)
2. Port hole pict. of the 4th vessel of the name.

built by the American Pres. Lines for round-the-world service in 1940 and 1941 at Newport News, Va. After making two voyages, she and all 6 of her sisters acquired by Navy. She earned distinction of being first ship to land American combat troops in South Pac. in War. II. Still in active service with the Navy.

Third vessel of name was one of another group of vessels planned by Am. Pres. Lines for their service. Known as V-2000 type, this 210 pass. vessel was one of three built in 1952 in Camden, N.J. Outbreak of Korean war caused Navy to again requisition all three of them and all are still Navy auxiliaries.

And now their fourth of the name typifying the latest and finest in American Shipbuilding know-how.

535' Am. Mail Liner taken over by Navy as the transport "Zeilin" during the War II. and M.D. 6/26/'48 says she was recently sold for scrapping along with the "Harris" "Henry T Allen" and the J. Franklin Bell"

M.D. 12/31/1955----Picts and info. on 4th vessel of that name of the American President Lines, fleet. At this time she is on her initial voyage to the Far East and return.

The original "Pres. Jackson" which long will be remembered on Seattle waterfront, was built in 1921 at Newport News, Va. for the U.S. Shp. Bd. forerunner of the present Federal-Maritime Board. This vessel, a beautiful pass. ship with space for 859 pass, was placed in service with four sisters between Seattle and the Orient. Operated by American ~~Mail Lines~~ Oriental Mail Lines.

In 1926 the American Mail Lines, now a subsidiary of American President Lines, purchased the 5 ships from the Admiral Oriental Line which had acquired them from the Govt

The "Pres. Jackson" served the Seattle transpacific trade until taken over by the Navy in 1940 and renamed U.S.S. "Zeilin". After completion of her War service she was decommissioned and eventually scrapped.

The second of the name was one of seven new vessels

Book 29

PRESIDENT JACKSON

Book 33

Modern cargo vessel
of same name as old
AM. MAIL LINER.

1. Port broad, slow in harbor. (Mag. cut.) VG.
2. Port bow close. (Mag. cut)

Built at Newport News. Va. as the S.S. "Silver State" in 1921. After several years with the old American Mail Line she became a Navy transport in World War II

MORE INFO. -- BOOK 35; Page 61 -

M.D. 11/5/1955 ---Am. Pres. Line's third vessel of that name, around-the-world cargo-passenger vessel, was recently delivered. Her two predecessors were diverted by Wars 2 and ~~the~~ Korean conflict. The new "Pres Jackson" is a reconverted Mariner Class ship of 12,800 dwt.

PRESIDENT JACKSON

4th vessel of name

1. Pict. only. Album 43.
2. VG porthole pict. (PHP--4)
3. VG. picts. and complete info. (M.Eng.8/31/56;pp 68)

Book 32

PRESIDENT JEFFERSON

PHP. 1.

Lg. Ocean Liner.

PHP 2

American Mail Line

1.

Stbd. bow, still in stream. (Porthole)

2.

Port bow, still in stream. (Mag. cut)

3.

Stbd. near broad, flags. (Porthole)

Became the transport "Henry T. Allen" during the War. 535¹ long. Navy transport.

6/26/48 M.D. says she was recently sold from east coast port for scrap; along with the steamships "Harris" "Zeilin", and "J. Franklin Bell" other President ships.

Originally named "Wenatchee" and later renamed. She was well known in the 1920's and 1930's as a favorite liner on the Seattle*Orient run, as a unit of the American President Lines.

MORE INFO. BOOK 36; Page 43

Pict. (1934) Book 42; pp. 16.

XXX

Album  20

PRESIDENT MADISON

Large passenger liner.

1. From astern showing her sunk at Todds Shipyards
Bad stbd. list.
2. From dead ahead; same sinking as above.
3. Same ship from nearly broad foreward on port side
3. Same ship from nearly broad aft. on port side.
4. Stbd. bow in dry-dock. (Mag. cut) (Book 33. p.26)
5. Pict. in D.D. (Book 41; pp. 3.)
6. Pict. sunk at Todd's. Book 40; pp. 47

She capsized at Todd Shipyards in Mar, 1935.

535' unit of American Mail Line. M.D. 6/26/48 says she was 'blac sheep" of line. In big blow of 1934 she parted her moorings and drifted away from Pier 41, striking the sternwheeler "Harvester" and capsizing and rendering her a total loss. She did considerable other damage along the docks before subdued. Some time later she heeled over at the Todd drydock when some workman forgot to replace a plate in her hull. A man was drowned in the engine room. She was later raised and towed to Qtr.Mstr. Hbr. where she bacame a landmark. In the fall of 1938 she was sold to Philippine interests and left Seattle with a mixed crew commanded by Capt. C.J. Onrubia. Renamed President Quezon she served a brief period and then was stranded off the Japanese coast and stripped by the Japs

Went aground south of Tanega Shima Island Jan. 27, 1940.

See card on "PRESIDENT QUEZON" for eventual disposition.

PRESIDENT MCKINLEY

Book 29

PHP. 1.

Lg. steamship

1. Port near broad, (Magazine cut)
2. Port bow, still in stream. (Porthole)

535' vessel former unit of American Mail Line became the Naval transport "J. Franklin Bell" during the War.

M.D. 6/26/48 says she was recently sold for scrapping along with the "Harris" "Zeilin" and "Henry T. Allen"

MORE INFO. BOOK 36; Page 43

PRESIDENT PIERCE

Am.-President Lines

1. Pict. and info. on loss. Book 40; pp. 39-45-46

PRESIDENT POLK

Am. Pres. Lines.

1. Port broad, under bridge. (Sept. '52; S.&S. page 4)

PRESIDENT QUEZON

Ex "President Madison"

1. Good pict of her sinking after hitting a reef off Southern Japan on her maiden grip for her new Phillipine owners. Hit at midnight . One life lost. Was the former "President Madison" of the Dolar Lines.

PRESIDENT TAYLOR

Lg. U. S. Liner
Am.-Pres. Line

1. Info. on stranding and salvage. Book 40; pp. 62
2. Fred Devine makes survey. Book 39; pp. 10.
3. Salvage in progress. BOOK 44; pp 36

See reverse~~d~~ side of card on Yacht "Caronia"

PRESIDENT WILSON

AM. Pres. Lines.

1. Good port bow at dock. Nov. '52 S.&.S. page 37
2. Port bow, coming to dock. Spring '54; S&S; pp. 27

See Book 37; page 66 for additional info.

XXX

Book 38

PRINCE ALBERT

Album 1.

Album 21.

Canadian Frt. and Pass.

1. Port, broad, still, in stream. Ketchikan Hbr. G.
2. Stbd. broad, wrecked on Butterworth Rocks. B.C.
Post Card. Album 1.
3. Port bow view, on Butterworth Shoal.
4. Port broad, Ketch. Hbr.

An Aug. 20, 1914 new item in EMPIRE says she was declared a total loss on Butterworth Shoals in Browns (Browning) Passage. B.C. Pass and crew all safe.

D.A.Disp. 8/20/1914 says she was total loss. Pass. and crew taken to Prince Rupert.

D.A.Disp. 1/25/1917 pp.4 says the str. "Prince Albert" arrived at Juneau today. (So she must have been salvaged)

D.A.Disp. 12/18/1917 pp.6; "Prince Albert" arrived in Juneau today in place of the "Prince John" She is South bound...

Emp. 4/9/1920 She and the "Prince John" collided on April 5. then the "John" proceeded to run aground on Dead Tree Pt. B.C. " was refloated yesterday morning and has gone on to Prince Rupert, B.C. Neither hurt seriously.

PRINCE ARTHUR

3-Masted Norwegian
bark.

1. Port broad, sketch. (Mag. cut) Book #34 page 10.

She wrecked on the Wash. Coast, 12 miles south of the Ozette River, Jan. 2, 1903. 18 Norwegians lost their lives----two, Christopher Hanson, 2nd Mate and Knud Larsen a sailor were the only survivors. Hanson said the vessel mistook a light in the window of the Birkestal brothers cabin for Tatoosh Island beacon. The schooner broke in two soon after she went on the rocks, and only the stern was visible.

A group of Seattle Norwegians met and four men were selected to go to the scene and bury the dead. Capt. John Johnson owner and master of the schooner "Pilot" and C.J. Johnson a Seattle undertaker, with two others went to Neah Bay and got Indian guides to take them overland to the wreck. The three Birkestal brothers, Ivar, Ole and Tom had buried them in shallow graves on the beach. They were dug up and reburied in a huge grave 14' square. Later a monument was erected to their memory and planted over the grave. The names of all were cut in the stone.

PRINCE ARTHUR

3-Masted Norwegian
bark.

1. Port broad, sketch. (Mag. cut) Book #34 page 10.

Book 31
Album 28

Book 33

QUEEN ELIZABETH

Lg. Cunarder
Atlantic Liner

1. Port broad, lighted, aground, people on beach. (Mag. cut)
2. Stbd. near broad; at anchor.

Pict. taken in the Clyde, Scotland
6/18/'46

3. Cutaway view V. G. (Mag. cut)
4. Port broad, from the air. (S&S; Oct. '52; Page 5)
5. VG Sectional cuts. etc. BOOK 34; pp 2-3-4

PRINCE CHARLES

New C.N.R. 1925

1. No picts.

Emp. 9/18/1925/6 S.S. "Prince Charles", Capt Neil McLean,
arrived at Juneau, on her first trip at 21:30 last night
Built in 1907 at Port Glasgow, Scotland as the "Saint
Margaret", operated by the Orkney & Shetland Island
Steam Nav. Co., Ltd of Van. B.C. Came to Vancouver,
from Scotland, via Panama Canal last March. and made two
trips in B.C. waters before being converted to oil burner
610 tons; 241' x 32' x 15' Cruises 14 knots. 184 pass
Crew of 43. (All Officers listed in paper too.)

PRINCE DAVID

Album I.

Book 38

C. N. R.

Lg. Pass. str.

1.

Port, broad, speed, near shore.

F.

2.

Good stbd. broad.

Built about 1928 by the C.N.R. for the Seattle, Vict. Van. run along with the sister ships "Henry" and "Robert" Travelled at 23 knots.

Passed to Greek interests after the War II and in Mar. 1952 was back in England at a yard and was to be scrapped.

She was laid up in Vancouver, B.C. when War II broke out. and was converted into a very efficient and swift cruiser Then she became a landing ship and took part in the landings in Italy and on the Normandy coast. Later passed to Greeks and conveyed to a frtr. and operated in that capacity until her powerful turbines gave out late in 1951. She will be scrapped in England. Had been renamed the "Charlton Monarch" M.D. Mar 22, 1952.

Some info. in 1953-----See Book 41; pp 38

PRINCE GEORGE

Old C.N.R. liner

12/21/1933 Piled up on Vadso Rock, four miles from Anyox, B.C. in driving snow shortly before midnight last night. Her crew and 12 pass. were all put ashore and midnight and walked in to Anyox. Badly holed. She was later refloated and proceeded to Anyox Hbr. for survey.

9/24/1945 "Prince George" burns at Ketchikan.

Pr. Rupert D. News Dec. 15, 1937----The CNR ship PRINCE CHARLES will replace the SS PRINCE GEORGE on the northern run while the "GEORGE" is in D.D. for repairs to her bow damaged when she hit on Princess Royal Island in a snow-storm.

P.C.A. 5

PCA 6

PRINCE GEORGE

Book 32.

(New)

1948 Modle C.N.R.

1. Mag. cut) Stbd. broad, from K.D. News.
2. Group of 7 different angles, several excellent taken by me on her initial voyage to Juneau. P.C.A. #5
3. Port bow, coming into dock at Ketchikan.
4. Good stbd. broad under Lion's Gate Bridge. Page 34
Jan. 1951 SHIPS & SAILING
5. Good 'fantail' in Nov. '52 S.E.S. page 34
6. Pict and story of grounding in Book 37; page 69
7. More info. on her in Book 41; pp 32.
- 8, VG colored pict. page 39 Aug. '56 MARINE ENGINEERING

Rammed CPR. liner "Pr. Kathleen" in fog 27 miles N.W. of
Prince Rupert, B.C. Aug. 30, 1951 (Near Lord Rocks)
Damages to "Kathleen" estimated to run \$250,000. and on
"George" about \$100,000.
See story of 1952 grounding in Book 34; page 41
Hit rock-Seymour Narrows 1954---Album 39, pp. 5.

Largest passenger vessel ever to be built at a Canadian West Coast shipyard.

350' over-all x 52' (moulded breadth) x 17.6 ft. maximum draft. 5800 gross tons and has a speed of 18 knots

She has accommodations for 322 passengers, 294 first class, 28 second class; Her crew numbers 132 officers and men.

Built at Esquimalt, B.C. 1948 at a cost of three million dollars.

Arrived at Ketchikan at 19:30 Sat. June, 12, '48 and at Juneau Sun. June, 13, '48 at 17:00 on her initial trip with the Los Angeles Chamber of Commerce, who had her chartered.

Capt. "Ernie" Caldwell previously on the "Prince Rupert" was her skipper; Leslie V. Wilson is Chief, and A.H. "Bert" Robson, Purser; John M. Kerr is Chief Steward. G.A. McMillan, Gen. Supt. of C.N.R. and other officials were also on board.

She arrived in Juneau southbound at 06:30 Tues. June, 15, '48 and departed at 10:00

(2)

PRINCE GEORGE

(New) C.N.R.

Info. Repaired after hitting rocks. Book 39; pp. 5.

Will not be sold says C.N.R. (NOTE BOOK No. 1. pp 22-37)

6/14/1948 Arrived in Juneau Sun. 13th on her maiden trip.

Capt. E.B.Caldwell. 350' x 52' x 17.5' 5800 tons;
18 knots; 294 1st class; 28 2nd class; and has crew of
132 off and men.

20. VG fantail view at Ketchikan. (PCA-10)

Book 30

PRINCE GEORGE

Post Card Album 1.

Canadian National S.S.Cl

Album 21.

1. Port bow, speed, Gastineau Channel. VG
 2. Port broad, speed, Alaskan waters. VG
 3. Stbd. broad, speed, Vancouver Narrows. Colored. VG
 4. Stbd. broad, near Mountain Pt. Wrangell Narrows;
 5. Stbd. bow, near Mountain Pt. taken from bridge of
J. L. M. Co. "Virginia IV"
 6. Ten views of her burning in Ketchikan.
 7. Five Newspaper picts. of her burning. (Mag. cuts)
- 8/ Two picts. at Ketch. 1943; War paint. (Album 28.)
- PICTS. story burning at Ketch. (ALBUM 30 pp 6 to 12.)

M.D. Aug. 5. says she was being cut up for scrap at
Moser Beach, Seattle by Arvid Franzen.
Built by Swan & Hunter; Value \$600,000. Steam turbines.

Built at Newcastle, England in 1910. and a twin
sister to the "Prince Rupert" 3372 gross; 1625 net;
306.7' x 42.2' x 24' Sister ship to "Prince Rupert"

Burned at Ketchikan 1945, Towed by A.T.S.
tugs, assisted some by C.G. to West side of Pennock Id.
then beached on East side of Gravina Island.

In the fall of 1948, three Ketchikan men who called
themselves the South Seattle Salvage Co. Wm. R. Nickey,
Avery Sprague and N.J. Lisbin started salvage operations
on the vessel. They operated the salvage boat "Linda".
Many large concerns claimed the refloating of the "Geo"
was an impossibility but the three men managed to float
her enough to move her to a better beach on Gravina Id.
and then in Aug. 1948 they had her patched and had the
"Donna Foss" of the Foss Co. tow her to Seattle. As she
drew 17' they were unable to take her to their property
in the Duwamish where they had planned to scrap her.

At time of start of salvage they had been offered
\$27.00 a ton for scrap but now the market is down to \$9.
so they are going to wait a while. Estimated 2500 to
3100 tons of scrap. She is moored in West Seattle.

M.D.&K.D.N. 10/3/'49

PRINCE JOHN

Album 1.

Book 23

Med. Canadian Frt. Pass.

1. Port, broad a/s other ships Vancouver Hbr. G.
2. Port, near broad.

repairs. Her Capt. says the light on Rock Pt. was out and then after he hit the rocks, she bounced clear and he had to beach her near by to keep her from sinking.
Emp. 4/9/1920 She and the "Prince Albert" collided off Dead Tree Pt., B.C. then the "Prince John" ran on the Pt. She was floated off yesterday morning and was proceeding to Prince Rupert, B.C. not hurt too badly.

Built 1910 at Newcastle on Tyne, Eng.
905 gross; 540 net; 185.3' x 29.6' x 10.9' Originally
named the "Amethyst" Came to the Pacific Coast the year
she was built and renamed the "Prince John"

May, 21, 1912----of the Grand Trunk R.R. Co. ran
aground north of the Queen Charlotte Ids. on May, 20th
and was badly damaged. No loss of life

(McBride lists states she piled up near Petersburg
Alaska in 1917)

D.A.Disp. 1/27/1917 pp.4 "Prince John", Northbound, ran
on Rock Pt., about 15 miles below Petersburg, in Wrangell
Narrows, at 01:00 yesterday morning. Capt. Davies, comm
anding. Had 210 tons frt. for Juneau. Pass. and crew
all O.K. Pass. taken to Petersburg. The "Salvor" is
enroute from Van. B.C. and the "Prince Albert" is pro-
ceeding to the scene from Skagway.

D.A.Disp. 1/30/1917 pp.4 She was refloated and taken to
Petersburg. Her cargo was transferred to the barge
"Palmyra" in tow of the tug "Pioneer" and taken to
Juneau. She was holed and was to be taken south for
repa

PRINCE OF WALES

Album 15.

Mail, Frt. Pass.

Album 22

Post Card Album 1.

1. Port, broad, speed, Ketchikan Hbr. VG
2. Port broad, in Ketchikan Harbor
3. Port, broad, speed, leaving Ketchikan. Hbr.
4. Port bow with many other at old Lower city float
Juneau. (Framed and enlarged)
5. Picts. and story by Mrs. Ethel J. Neill (Mail Boat)
pp. 10; Alaska Sportsman, Jan. 1954.

Launched June, 13, 1914 at Eagle Hbr. Wn.

On Nov. 1, 1932 she was towed to Ketch. by the salvage tug, "Akutan" after striking a reef. Owned by Doctor Dawes, of Juneau.

D.A.Disp. 1/18/1913 New 90 ton mail-boat was to be built at Seattle from plans of the Bath, Me. Construction Co. for W.J.Neill of Ketchikan to replace the smaller mail-boat "Uncle Dan", now on the West Coast run. Capt. R.L. Dole, of Klawock, now in the "U.D." will have command.

D.A.Disp. 3/26/1916 pp.8; She took the J.-Sitka run for the "Georgia" while the latter is being overhauled.

D.A.Disp. 5/12/1916 pp.8 New wheel put on "Pr. of Wales" and she is back on the Sitka run today.

D.A.Disp. 1/31/1917 She arr. home several days late from her Sitka mail run.----intense N.W. storm in Lynn Canal.

D.A.Disp. 2/2/1917 pp2; She and the "Chichagoff" were both laying at Juneau waiting for storm conditions to subside.

D.A.Disp. 3/2/1917pp.6; She was beached on the flats near Gold Creek to repair damaged wheel----had hit an iceberg off Thane while coming in Channel last night.

PRINCE OF WALES

Dawes' mailboat,

11/26/1928/6 The M.S. "Prince of Wales" hit the rocks and sank in 23 fathoms near Heceta Island on the West Coast Price of Wales Island at 02:40 Nov. 24th. (The rock is of the S side of Phillips Island) Owned by C.J. Neill of Ketchikan. (Later, she floated off, remained afloat but water-logged and drifted across the Gulf of Esquibel and went ashore near Heceta Island) Capt. Frank Sharp in command. Mail was saved...

1/26/1929/6 "Pr. of Wales" has been raised and beached where she will be patched and towed to Ketchikan for permanent repairs.

5/17/1932/6 Capt. Carolus P. Haugen, is now in a new service between Juneau and Seattle and way ports.

7/29/1932/6 Arrived at Juneau today. Had a cracked cylinder head which was repaired at Ketchikan.

8/6/1932 "Pr. of Wales" hit a rock about 10 miles North of Alert Bay. Pass. taken off. Cargo being lightered to Alert Bay. Leaking badly.

8/8/1932/6 7 pass. taken off "Pr. of Wales" Chas Femmer, (Buzz), Henry Pigg, S. Feliz, J. Ferguson, Helen Porter,

and Geo. and Myrtle Bedner. She is still fast aground.

9/16/1932 Badly holed, temporary repairs made and refloated then seized by the Canadian Mounted Police for Customs and being held at Alert Bay, pending settlement of salvage claims.

10/31/1932/6 "Prince of Wales", northbound, nearly sunk today after striking a rock in Revillagigedo Channel, South of Ketchikan. Capt. Haugen and two men worked two days trying to keep her afloat. She was picked up today by L.H. Jennings, "Akutan" and towed in to Ketchikan.

11/30/1932/6 "Prince of Wales", owned by Dr. Dawes of Juneau, will be rebuilt at Ketch.

10/13/1933 Wm. Snyder, purser of the "Pr. of Wales" is the first arrest under the Alaska Beer Law. 125 cases of Brown Derby Beer seized----did not pay the Territorial taxes.

10/16/1933 Snyder found guilty of beer law violation---fined \$750.00

5/28/1934/8 MV. "Prince of Wales" arrived from Prince Rupert today with fresh produce---longshore strike prevails on whole Pacific Coast.

(2)

PRINCE OF WALES

9/23/1935/8 Dr. Dawes starts for Petersburg with his boat when she burned out a bearing and was towed back to Juneau from Taku Inlet.

12/6/1941 "Prince of Wales" taken over by C.G. at Ketch.

1/6/1944/6 Burns off Black Rock (Couverdin rocks) at 09:00 yesterday. Capt. Elmer Copstad. One man was lost.

"Stormy Petrel", Capt. Jack Westfall saves rest of crew.

1/8/1944 The man lost on the "Pr. of Wales" was Seaman 1-c Kenneth A. Kraft. On board at the time was a total (crew & pass. of 17 men.)

(2)

PRINCE OF WALES

Juneau mailboat.

1. V.G. old pict. of her. Album 48; pp. 27.

Emp. 1/12/1923/8 Loss of "Prince of Wales" rumor is denied
by owners. She is on mail run out of Ketchikan.

D.A.Disp. 12/22/1917 pp.6; Str. "Despatch" appealed to to take run to Sitka for "Prince of Wales" which has been held in port due to storms.

D.A.Disp. 12/28/1917 pp.5; The J.Cann Club has been organized to try to secure a seaworthy boat for the Juneau-Sitka mail run in place of the "Prince of Wales"

D.A.Disp. 3/26/1918 "E.D.M." which took run for "P of W." which is broke down in Peril Straits, is storm bound in Hawk Inlet. The big cannery tug "Anna Barron" picked up the mail and brought it in to Juneau.

D.A.Disp. 4/2/1918 ppl4 "Prince of Wales" returns to town from Sitka run....Has been gone for over a month! She hit a log in Peril Straits and lost her wheel. Was then beached and had to wait for a new wheel from Seattle as the weather during the period was too bad for her to be towed in to Juneau-----more stuff...

D.A.Disp. 6/12/1918 pp.6; "Prince of Wales" may be sold or taken to the Deweyville cannery of W.J.Neil on the West Coast of Prince of Wales Id. say L.E.Noble, purser, and Capt. P.A.Hull---as soon as the present mail contract has been completed. She has been on the run 26 months.

PRINCE ROBERT

Album 1.

Book 38

C. N. R.

Lt. Passenger str.

1.

Stbd. broad, under way. Vancouver Hbr.

VG

2.

Good stbd. broad.

3.

VG. Piet. and info. 1955

(Book 43; pp. 31)

Was on her way early in 1947 (Feb. 15) to London to be overhauled and converted to passenger vessel again. Her new owners are the Charlton Steam Shipping Co. and she will serve Mediterranean ports under the Greek flag.

In June 1948 she went to the Mediterranean under the Greek flag.

Latest info. (1953) See Book 41; pp. 38

9/26/1940 Armed Canadian merchant cruiser "Fr. Robert", captured a German express cargo ship off Mexico and put prize crew on her then took her to Esquimalt, B.C. Name of the vessel was the "Weser"

XXX

Album 19

Album 25

PRINCE RUPERT

Canadian Natn'l S.S.

Album 17

Album 21

1. Port broad, port list with low rail under water: being raised at Esquimalt, B.C.
2. Port, broad, upright, dry on level reef, nose near trees on cliff. Mar. 23, 1917. Album .
3. Stbd. broad, speed, narrow channel; P.C. Album 1.
4. Bow view, upright on rocks Mar. 23, 1917. P.C.A. 1.
5. Port bow, listing and sunk Sept. 28, 1920
6. Post card of (2) above.

D.A. Disp. 3/23/1917 Wrecked on Gann Id. near Lawyers Id. in Chatham Sd. B.C. Hit at 01:00 today, full speed and is ashore rather than on the rocks....
D.A. Disp. 4/8/1917 pp. 6; "Prince Rupert" may be floated today. Damage is not considered extensive.
D.A. Disp. 4/24/1917 pp. 6 "Reloated at 07:10 from Gann Id. and proceeding under her own power for Seattle.

Built by Swan & Hunter Steam turbines; \$600,000 value.

Hit and damaged Mar. 23, ~~1919~~ 1917

Sunk Sept. 28, 1920

Built 1910 at Newcastle on Tyne, Eng. 3372 gross;
1625 net; 306.7' x 42.2' x 24'

Still operating in 1950

Hit reef on Gann, Id. about 400 miles South of Juneau in B.C. at 01:00 Mar. 23, 1917. Believed at the time she would become a total loss, but she was refloated and ran many years longer.

See page 35 in Book No. 40 for latest info.

Plans to replace her----Book 40; pp. 35

D.A.Disp. 6/14/1916 pp.7; Complete info. on the "Prince/
Rupert" and "Prince George" in this issue. 320' long.
3875 tons; 7500 h.p. and speed of 18.5 knots, etc.

D.A.Disp. 6/16/1916 pp.4; She arrived in Juneau at 21:30 last evening, Capt. Donald, commanding, on her maiden trip to Alaska.

Empire: 10/24/1919 pp.7 Had fire in hold, 30 miles out of Vam. B.C. turned back and V.F.D. extinguished fire.

(2)

PRINCE RUPERT

Emp. 10/11/1920 It will cost \$300,000 and take several months to raise the G.T.S.S. "Prince Rupert" which sank after striking a rock in Seymour Narrows recently.
(Hit Sept. 28, 1920)

Emp. 10/22/1920 "Rupert" has a 12' gash in side.

Emp. 11/19/1920 Licenses of Capt. MacKenzie and Chief Eng. Rod MacKenzie of the "Pr. Rupert" have been suspended for 4 and 3 months resp...

Emp. 8/10/1926 "Prince Rupert" high and dry on Holliday Island, B.C. since Mon morning. was refloated today and is not considered badly damaged. She was southbound in fog when accident occurred.

Emp. 7/1/1927/3 V.G. Capt. 'Dan' Donald, of the "Pr. Rupert", which arr. today in Juneau is an old timer on the Pac. Coast runs of C.N.R. He just completed his millionth mile for the Co. as master on their ships when she reached Van. B.C. last trip. V.G. history too.

Emp. 8/22/1927 "Pr. Rupert" hit rock in Seymour Narrows and broke her rudder. Southbound with 260 pass. on board. Towed into Plumper Bay by S.S. "Cardena"

Emp. 12/31/1927 Capt. Daniel Donald freed of all blame in Seymour Narrows grounding last Aug. Commended on his handling of the situation.

M.D. 2/11/1956 CNR admits they have received som bids for the old "Prince Rupert" but were not acceptable for the 40-yr. old vessel. She has been idle for over 7 months at berth at foot of Vancouver B.C.'s Main st. Company dickers for a better bargain.

M.D. 5/5/'56--Sold to Japan after lying idle since Sept.'54 Sold on a 'sight unseen' basis by Empire Shp. Co. Ltd. acting for Japan. Believed a Jap crew will come to Van. B.C. to man her. Will use her in Far East. Stipulation is that she will never be used in any Canadian waters.

Built 1910 at Wallsend-on-Tyne, Eng. for Grand Trunk Pac. R.R. coast pass. se vice Van. to Pr. Rupert.

307' x 42.2' x 16' and grosses 3379 tons.

VG History and disposition (1956) (Book 44; pp. 32.)

6/20/1938/8 SS "Prince Rupert" ashore near Salmon River, B.C. damaged some but able to back off some time later.

Fog; 80 pass. Southbound. Escorted to Vancouver, B.C. To be scrapped*----- (NOTE BOOK No. 1. pp 2--50-52)

Sold for scrap. BOOK 44; pp 32-49

XXX

Album ~~20~~ 20

Book 38

PRINCESS ADELAIDE

C. P. R. Vessel.

1. Port nearly broad aft. stern high, down by the head, aground in Active Pass.
2. ~~Head~~, nearly broad, still, Juneau Hbr. P.C.A. 1. VG Stbd.
3. Good Port broad; speed.

M.D. 1/22/1955 Now the Greek liner "Angelica" and was scheduled to make a trip from England to the Dardanelles this, the 40th anniversary of the wartime campaigns there...
Some 1955 info. on her Book 44; pp. 10.

3061 gross; 1910 net; 290.5' x 46.1' x 15'
D.A.Disp. 8/31/1910 says/ 'New C.P.S. str. "Pr. A." was
recently launched in Eng. Capt. McLeod to command.

Built in 1910 at Glasgow, Scotland by Fairfield Co.Ltd

She is not equipped to carry vehicles so is being
withdrawn now Oct. 1948 and will be sold.

Was ashore in Active Pass

Also collided with the S.S."Hampholm" during a heavy
fog Dec. 19, 1928 ---

Recently retired from service and put up for sale
along with the "Alice" A shipowner from Pireaeus, Greece
recently inspeced the two ships with a view towards pur-
chasing them for the Medeteranean trade.

July 9, '49 M.D. says she and "Alice" sold to Typaldos
Bros. of Pireaus, Greece and will go in Mediterranean
trade
Feb. 2, 1911 she ran ashore in heavy fog about 10 miles out of Seattle. Reloated later
and found only slightly damaged. (D.A.Disp. 2/2/1911 says
she was ashore in snow-storm. Reloated this afternoon.

PRINCESS ADELAIDE

C.P.R. Liner
1928

12/192/1928 S.S. "Princess Adelaide" and British Frt.
"Hampholm" collided in heavy fog near Van. B.C. about
noon today in English Bay. Both vessels sustained bad
damage. The "Hampholm" removed the pass. from the "Pr.
Adelaide" and transferred them to the "Princess Royal"
Both made Van. O.K.

Sold to Greece etc. BOOK 44; pp 10

PRINCESS ALICE

Album 1.

C. P. R. Co.

1. Port, broad, speed, Vancouver Hbr. VG
2. Stbd. broad, speed, Alaskan waters. P.C. Album 1. VG
3. Port, broad, slow, near Union Oil dock. P.C.A. 1.

D.A. Disp. 10/19/1916 pp. 8 "Princess Alice" ran aground during dense fog, in Georgia Straits, a short ways below Seymour Narrows. Hung up for 20 hours but finally floated off undamaged.

Empire: 8/17/1919 She arrived in Juneau, manned by officer only due to the strike at Van. B.C. Capt. Slater, commanding...

Emp. 2/14/1923/8 "Princess Alice" hit rocks in a snow storm on Moresby Island B.C. while enroute from Victoria to Vancouver, B.C.

Emp. 11/17/1923/6 She and the st. sch. "F.S. Loop" collided in fog off Port Townsend last night. "Pr. A." not hurt much but the "F.S. Loop" had a smashed bow.

Recently retired from service and offered for sale.
A Shipowner from Piraeus, Greece recently inspected her
the "Adelaide" and the "Charlotte" with a view towards
buying all three and placing them in the Mediterranean
trade. M.D. 2/26/'49

July, 9, '49 M.D. says she and "Adelaide" sold to
Typaldos Brothers of Piraeus, Greece and will soon see
service in Mediterranean trade.

Built 1910 at Glasgow, Scotland. 3061 gross; 1910 net
290.5' x 46.1' x 15'. Was a sister ship to the "Adelaide"
D.A. Disp. 10/5/1911 says she was due from England. Built
by Swan Hunter & Wigham Richardson, Ltd., at Newcastle on
Tyne, and launched May 29th this year. Left England late
in Sept. in Command of Capt A. Lundgren who commanded the
C.P.R. Co's. new Pr. Adelaide" on the same route a few
months ago. She is coming around Cape Horn.
D.A. Disp. 6/14/1916 pp. 4 The new liner "Pr. Alice" arr.
Juneau on her maiden trip at 21:00 last night. Capt.
Locke, 77 crew and 178 pass.

PRINCESS BEATRICE

Album 1.

C. P. R.

Passenger str.

1. Port, broad, in stream, still; Prince Rupert Exposit.
VG

Emp. 2/10/1921 "Pr. Beatrice" ran on rocks in Queen Charlotte Sound today. Pass. have been taken off by two tugs and the Princess Patricia
Emp. 2/11/1921 "Pr. Beatrice" floated off today and escorted to Tucker Bay;
Emp. 3/17/1921 First Mate Springall, of the "Pr. Beatrice", has license suspended for 3 months---he was off his course for 50 minutes and did not discover it.
Emp. 8/5/1925/6 "Pr. Beatrice" refloated after grounding in Queen Charlotte Sd. late last week and is now at Esquimalt, B.C. in D.D.

Built 1903 at Victoria, B.C. 1290 gross; 635 net;
193.4' x 37.4' x 15.2' Wooden hull. Broken up in 1939

Oct. 16, 1911, while enroute from Pr. Rupert to Vancouver, B.C. with 300 pass. she ran on rocks on Noble Id. Christie Passage. The passengers were put ashore, without incident. The vessel was refloated.

7/6/1906 she arrived at Skagway with 25 pass and 540 tons frt. Unit of C.P.R.

10/30/1906 she rammed and sunk an unnamed gas-boat in Wrangell Narrows on last trip south. Cries were heard and wreckage seen but no one was saved. (Exaggerated account) See D.A.Disp. 11/9/1906 which says 'Capt. Mc Croskie of "Pr.B" tells of running down and sinking the small gas-boat in the Narrows. Says it was anchored in fairway with out lights and with no one on board.

D.A.Disp. 10/1/1910 sye was aground in Vancouver Narrows today in fog. Pass. taken off and it is believed she will come off at high water, with little damage.
Emp. 1/20/1923 She collided with S.S. "Camousun" off Pt. McKay at 02:35 today. Both badly damaged but able to make port under own power.

PRINCESS CHARLOTTE

Post Card Album 1.

C.P.R. Co.

1. Port bow, nearly into dock, colored.

2. V.G. (Before & After--1954) and info. Book 44, pp. 4.

She hit a reef near Wrangell (Vichnestski Rock) D.A. Disb. 7/12/1916 pp.5; She arr. Juneau 21:30 last night on her maiden trip to Alaska. Capt. John McLeod. 3301 x 481 x 171 3900 Gross; Can accommodate 368 pass. 1184 staterooms and can seat 145 at one time in dining. Emp. 8/21/1923 "Princess Charlotte" rammed and sunk the Seattle halibut boat "Defense" in fog off Port Townsend. One crewman, Roy Hoffman was drowned. Emp. 8/31/1927 "Pr. Charlotte", Capt. C. Salnty, Southbound from Skag. hit rocks at Vichnestski Rock at 20:30 yesterday in dense fog. Pass. transferred to the "Explorer" and taken to Wrangell. The "Pr. C" was refloated at 03:00 today and is being towed to Wrangell by the APassn. "Kvichak" and several small craft of the Petersburg shrimp fleet. Her engine room is flooded. (More info. and pass. list from Juneau included in paper story)

3925 registered tons; 342' over-all length and carried 1000 passengers but only 6 cars. Completed in 1908 at Fairfield Shipbuilding & Engineering Yards in Scotland. Most of life on Victoria-Vancouver-Nanaimo route.

Will be making her last trip this spring when the new Princess liners arrive to replace her, the "Alice" and the "Adelaide"

A shipowner from Piraeus, Greece recently inspected the three vessels and may purchase them for use on the Mediteranean. M.D. 2/26/'49

Spent last 15 years of her career on summer cruise run to Southeastern Alaska.

M.D. 12/31/49 Sold to Greek shipping firm of Typaldus Bros, This is the 3rd CPR ship to go the others were the Alice and the Adelaide.
Built 1908 at the Fairfield Shipbuilding & Engineering Yards of Scotland. ~~342' long~~ 3925 tons. Packed 1000 passengers but only 6 cars.
Canadian measurements: 3844 Gross; 1999 net; 330' x 46.7 x 23.7'

(2)

PRINCESS CHARLOTTE

C.P.R. Str.

9/1/1927----safe at dock in Wrangell after being pulled off reef by "Charles T" and other small craft of Ohmer shrimp fleet. C & G. S. "Explorer" took pass. off and A.P.Assn. "Kvichak" towed her to Wrangell.. No panic, happy experience. "Princess Alice" coming to take pass
Emp. 9/18/1927 "Pr. Charlotte" now on D.D. at Esquimalt not too badly damaged. About 30 plates are damaged to various extents.

Emp. 9/2/1927 "Salvage King" to tow her south from Wrangel.
Emp. 11/5/1927 A.P.Assn. sues C.P.R. for towage of "Pr. Charlotte" for \$250,000. and drops bill to \$50,000. Picked up by their "Kvichak" CPR. contends ship not in danger and was being towed by 4 small boats and could have dropped the hook at any time.....

9/5/1940/2 Hit rocks near Klemtu and damaged her rudder and prop. Towed into Klemtu by fish boats pending arr. tugs from Van. Was Southbound. Among pass. were Joe Thibodeau, Ted. R.Sample, Chuck NoTar, etc.

PICTS. before and after Greek (BOOK 44; pp 4)

PRINCESS ELAINE

Album 1.

C. P. R.

Large Passenger str.

1.

Stbd. broad, speed, 3 stacker.

G.

S.P.I. (Don Page) 12/29/1967---"PRINCESS ELAINE" is back on even keel after being atilt on low tide her first night in Seattle while moored at the Beach Broiler wharf on Duwamish Head yesterday. Owner, Mrs. Selma Rodgers says a sea valve opened up on her tow down from Blaine and added to the trouble. Anyhow, Foss tugs moved the "ELAINE" a little farther North, to the Van Vetter pier. She is apparently undamaged and will be back in about a week to her permanent berth. She will be ready to open in about two months as the new floating restaurant queen of Elliot Bay.

SPI (Page) 2/21/'68--Mrs. Rogers says "It looks like everybody wants the "ELAINE" but Seattle." The 78 yr. old Seattle woman was pleased when the vessel was towed here late last fall to tie up near her Beach Broiler on Duwamish Head. But she says she's run into obstacles with the city getting various utilities squared away---"Everything on water is very, very expensive." she says. She has a proposal from Redondo Beach, Calif., and also says a man is flying in from Honolulu to talk business. She could make a fair profit, she says.

PRINCESS ELIZABETH

Album 1.

C. P. R.

Lg. Pass. str.

1. Stbd. broad, speed, 3 stacker. VG
2. VG p~~act~~. under LIONS GATE BRIDGE PWB. July '59 pp 29

Collision with "Cardena" Book 40; pp. 67

Thru as a B.C. Ferry PWB pp 29 July 1959

Album 1

Book 38

PRINCESS ENA

Album 26

C. P. R.

Medium Frt. Pass.

- | | | |
|----|--|----|
| ①. | Port bow, at dock, | F |
| ②. | Stbd. broad in stream, under way, smoke. | VG |
| ③. | Port broad, slow in Ketchikan Hbr. | |
| ④. | Good Port broad; Ketch. Hbr. | |

Built at Garston, United Kingdom
1368 gross; 827 net; 195.1' x 38.2' x 14.8'
Sold to the Orient in 1928

D.A.Disp. 11/19/1909 says she arrived at Juneau last night
during a big "Taku" wind. Had some troubles.

PRINCESS ENA

C.P.R. SS.

10/13/1933/6 S.S. "Princess Ena" wrecked on Copper Island Reef, B.C., yesterday. Owned by the Bidwell Street Cannery in B.C. Was being towed by the tug "Jedway" when she grounded. Listed so badly no lifeboats could be launched. Five men on her had to swim ashore and the rest were rescued by the tug "Sea Wave" but still had to swim about 200 yds!

PRINCESS ETNA

Canadian collier
1916

NOTICE: This could be easily be the "Princess Ena" due to a typographical error--- D.A.Disp. 6/16/1916 says "Princess Etna", a Canadian collier is at Juneau discharging coal.

PRINCESS HELENE

New C.P.R. steamer
(East Coast)

1. Port broad, speed; distance June '52 S & S Page 41

PRINCESS JOAN

Album ①.

C. P. R.

Large Passenger Str.

①

Port, broad, under way, Vancouver Hbr.

VG

Info. Book 36; Page 41

PWB July 1959 pp 29 She and her sister ship the "Pr.
Elizabeth" bow out as ferries.

Book 32

PRINCESS KATHLEEN

Album 1.

Album 28

C.P.R. Co.

PHP. 1.

Large Passenger.

- | | | | |
|----|--|---------------|----|
| 1. | Port, broad, speed, 3 stacker. | | VG |
| 2. | Stbd, bow, speed. close-up. | P.C. Album 1. | VG |
| 3. | Port near broad, in stream, crowded. | (Porthole) | |
| 4. | Stbd. broad, speed. V.G. (Mag. cut) | | |
| 5. | Port broad, slow---Burrard Inlet. | | |
| 6. | Picts and story June '52 S & S pages 36 & 37 | | |
| 7. | All picts and info. in Book No. 40. Pages 1 to 35. | | |
| 8. | Stbd. broad. speed. Info. on collision with Pr. Geo. | | |
| | Book 33. page 20. | | |
| 9. | V.G. pict. page 32; Dec. '52 S&S | | |

Rammed Aug. 30, 1951 near Lord Rocks (29 miles NW of Pr. Rupert, B.C. badly holed (See Red DAILY JOURNAL)

HISTORY BOOK 35; Page 26

All available wreck picts. and story of wreck in Book #40
~~My story and extra copies of Empire Envelope File No. 1.~~
For wreck and sinking picts. see pages 1 to 38; Book 40.
Raising is apposed-----Book 39, pp. 9.

Emp. 10/10/1925 Ashore in fog in Victoria Hbr.

Emp. 5/17/1955 Divers Magnus Hansen, jr, and Wendell Johnson, are diving on her again.

Emp. 6/1/1955 Pict. and story of Magnus Hansen, diver, and the ships bell of Pr. Kathleen". on Front page.

Emp. 6/27/1928 "Princess Kathleen" 368' and 6000 tons here for first time; commanded by Capt. A. Slater.

Emp. May 3, 1956 Salvage operations resumed and will continue for indefinite period. Sunk 58 23 42 North and 134 46 40 West.

8/30/1951 She was rammed and badly holed by the "Prince Rupert" 29 mi. N.W. of Prince Rupert. Both O.K.

(2)

PRINCESS KATHLEEN

C.P.R. liner.

10/9/1952 Capt. Graham O. Hughes and 1st Officer Chas. W. Salvage have been suspended pending outcome of wreck hearings.

10/25/1952/6 My article on "Pr. Kathleen" wreck in paper.

Collision with "PRINCE GEORGE" BOOK 33 pp 20

Pete Wood has bell. BOOK 44; pp 47

Nov. 27, 1947---Pr. Rupert Daily News---Says she ran aground in dense fog near Vancouver, B.C. and had to go into D.D. for rudder & hull repairs.

PRINCESS LOUISE

Old side-wheel pass. str.

Formerly the "Olympia"

From Lewis & Dryden

- ①. Port broad, still in stream. (620 neg.)
- ②. Port near broad from dockside. Other steamers in
pict. at early day Skagway.

See Lewis & Dryden. M.D. Oct. 28, 1950 says it was in Oct. 1878 that the Hudson's Bay Co. brought the American side-wheeler "Olympia" and changed her name. For the next quarter century she was one of the crack Passenger carriers of B.C. waters.

She came to Puget Sound from New York in 1869 and was outfitted to run to Wrangell, Alaska during the rush to the Cassiar country

MORE INFO. BOOK 35; Page 45-19

Was in Skagway 5/29/1900

Album 12. P.C.A. 6 PRINCESS LOUISE

Post Card Album 1.

Canadian Pacific R.R.

Post Card Album 2.

1. Stbd. nearly broad, coming into Juneau dock. G
2. Port, broad, in Juneau Hbr. leaving. VG
3. Stbd. broad at Five Finger Lt. 1945
4. Two views at Skagway dock, bow on, iced Dec. 1946
5. Stbd. broad, speed; near Five Fingers 1952
6. At Ketchikan 1943; War paint. (Album 28)
7. Speed in Gast. Channel June '55 (PCA--7)
8. Two VG. passing in Wrangell Narrows Aug. '55 (PCA--7)

Built 1921 at Vancouver, B.C. 4032 gross; 2449 net
317.2' x 48.1' x 34.6' x 18.5' depth of hold.

Emp. 8/20/1921/2 ----to be launched at Vancouver Aug. 29,
and will be placed on the Alaska run.

Emp. 5/23/1922/6 New C.P. . "Princess Louise" due in Juneau
tonight on her maiden trip. Cost \$1,500,000. to build.

Emp. 5/24/1922 "Pr. Louise", Capt. Art Slater, welcomed to
Juneau. Complete info.) Built this year at the Wallace
shipyards in North Van. B.C. for over one and one half
million dollars. 4200 gross; 330' long etc.

Single screw oil burner with steam turbines.

On her last voyage to Alaska--maybe. (NOTE BOOK 1. pp 15)

PRINCESS MAQUINNA

Album 1.

Book 38

C.P.R.

Med. Pass. Str.

1. Port bow at dock.

2. Good Port broad; slow.

G.

Built 1913 at Victoria, B.C. 1717-gross; 979 net;
232.6' x 38' x 14.5'

Some info. page, 24; P.W.B. Apr. '53

Some late (1953) info. Book 41; pp 40

Picts. as she was and as she has been cut down----to the
ore barge "Taku" pp.31; PWB Feb. 1955.

PRINCESS MARGUERITE

Album 1.

C. P. R.

Large Passenger

1. Port broad in stream, slow, whistle. 3 stacks. G.

She was sunk by an enemy sub, while operating as a troop transport on Aug. 17, 1942 in position 32 degrees 03 minutes North, 32 degrees 47 minutes East.

MORE INFO. BOOK 36; Page 42

Album (28)

PRINCESS MARGUERITE

New C.P.R. vessel of
the name. 1949.

1. No ~~piet.~~

(2.) Port broad speed.

Large new two stack steamship of the C.P.R. line which made her maiden voyage to Vancouver, B.C. 4/28/'49

She arrived from Glasgow at Esquimalt, B.C. a 9500 mile voyage, on Apr. 6, 1949. The 23 knot vessel will go into service in latter part of April.

She is 368' long and will carry 2000 day passengers. Her engines are turbo-electric.

She is commanded by Capt. George A. Thompson.

Was met by a party of 20 Canadian officials, newsmen, photographers etc. which met her down the Strait of Juan de Fuca with the tug "Island Navigator" of the ~~Island~~ Tug & Barge Co. of Victoria, B.C. H.B. Elworthy, Pres. of the concern was among the party.

M.D. Apr. 16, 1949

P.C.A. (5)
Album 19

PRINCESS MARY

C.P.R. Steamship.

P.C.A. (4)

1. Stbd. bow, close-up showing ice coating; Laying at dock in Juneau.
2. Stbd. broad, Juneau, Hbr. winter. P.C. Album 1.
3. Stbd. bow showing close up of ice coating Juneau.
4. Stbd. broad, Juneau Hbr. summer.

5. Good bow view at dock on Pender Id. S&S Oct. '52

6. As coffee shop. (PCA-10)

Page 6

"Beatrice" will replace her until she has been converted. Will be practically unobtainable after Jan. 1st. The Pr. Empire: 11/20/1918 pp. 6 "Pr. Mary" arr. Juneau today on first trip to North since summer of 1913. That year she only made two trips. Has been on Van. --Victoria run. Empire: 11/24/1920/8 Being converted to coal again as old first trip to North since summer of 1913. That year she only made two trips. Has been on Van. --Victoria run. Converted to a barge in 1952 by Frank Waterhouse Co. and renamed "Bulk Carrier No. 2" The deckhouse which housed her coffee shop is now opposite the Island Tug and Barge Co. office and is still a coffee shop called the Princess Mary Coffee shop, surroundings suitably nautical.

V.G. 1956 History and info. (Pict.) (Book 44; pp. 32)

Ran aground on south end of Galiano Island in Str. of Georgia on night of Feb. 7, and remained on rocks all night. (1950) Pulled off by tugs "Island Rover" of Island Tug and Barge, and CPR's tug "Kyuquot" on rising tide in morning. Towed to Victoria where repairs were made on her prop. She was heading for Vancouver when the mishap occurred.

M.D. Feb. 25, 1950

and snow storm...

Emp. 1/5/1923/6 Foced back to Skagway by terrific N. wind
off Cone Id. (See card on "Jefferson")
D.A. Disp. 8/28/1917 Collided with S.S. "Jefferson" in fog
bar at Victoria, B.C.

M.D. 1/10/53 says she has been converted into a coffee

See Ships & the Sea page 6 Oct. 1952 for more info.

M.D. Mar. 15, 1952

will either go foreign or be scrapped.
Bids accepted by the CPR for her disposal in Mar. 1952---

Built 1910 at Patsley, Eng. 2155 gross; 1346 net;
248' x 40 1/2' x 14'

PRINCESS MAY

C. P. R. Co.

Album 1.

Album 21.

Album 15.

Album 25.

Album 17.

1. Port, broad, still in stream, Ketchikan Hbr. VG
 2. Stbd. broad, slow, near wooded shore. VG
 3. Port, broad, on Sentinel Island Aug. 5, 1910
 4. Stbd. " " " " " " " "
 5. Stbd. qtr. " " " " " " " "
 6. Port qtr. " " " " " " " "
- Numbers 3,4,5,6, all in Album 17.
7. Port bow, good view taken from top of island.
 8. At Ketchikan, escorted by salvage tug "William Jolliffe"
 9. Post cards of (3) (5) and (6) above.
 10. Famous wreck pict. BOOK 31; pp 84

SEE BEEF ON REVERSE SIDE OF CARD ON S.S.DOLPHIN.

She hit a rock, during a storm, near Alert Bay, Dec. 8, 1909 while heading south. Damaged, and pass. were thrown into a panic, but she managed to proceed on to Van. B.C. without further mishap.

Daily Dispatch Dec. 8, 1909: Struck rock near Alert Bay, B. C. while northbound; sustained damage, but did not hang up; returned to Vancouver.
Had hit large log in Johnstone Straits night of Oct. 23, '09 and lost one wheel; ran to Vancouver slow bell on other.
Built 1888 at Newcastle on Tyne, Eng. as the "Ha Ting" 1717 gross; 892 net; 249' x 33.2' x 17.7' Came to B.C. in 1904 and placed on the S.E. Alaska run. Was sent to the East Coast in 1919 and reported lost off the Virginia Capes about 1921. At some time during her career she carried the names "Ning Chow" and "Arthur Cass"

PRINCESS MAY
(Additional)

Page 2

Fri. Aug. 5, 1910 at 02:00 she hit Sentinel Island Reef at full speed (12knots) Pilot Richardson and 2nd. Officer Robertson were on the bridge. Considerable shock to hull and much panic among passengers. Tug "Georgia" arrived on scene at 07:00 and "Rustler" on her way. Day was warm and bright. Capt. McLeod was in command. 2nd Officer and several crewmen rowed to Juneau for aid. Tides set her off course and Pilot discovered error too late but already had her headed out.

Aug. 12, wrecking str. "Santa Cruz" was in Juneau enroute to wreck. Aug. 31 the "Wm. Jolliffe" largest and most powerful tug on Pacific Coast was in Juneau and went out to wreck. Pulled her off Sat. Sept 3rd. and arrived in Juneau with her in tow on the 4th. Departed Juneau on the 7th Sept. for Esquimalt, B.C. Capt. W.H. Logan commanded the Wm. Jolliffe"

Over !!!!

She was previously the "Hating" "Arthur" "Ning Chow"
and "Cass"

MORE INFO. BOOK 36; Pages 40--41

11/25/1907 Arr. Van. B.C. from Skagway, 2 days late, Had broken thrust when she left Skag. ran slow, practically drifted by Port Simpson, temporary repairs and finally to Van. On her last trip, the "Pr. Royal" of same Co. returned to Van. badly smashed condition'--This following so shortly may lead to an investigation into manner of running the vessels. DAILY ALASKAN (Skagway)

Emp. 10/25/1922/6 "Pr. May" Capt. S.H.Ormiston, alarmed over exceptionally low glass (27:10) so he waits in Juneau for 4 hours

D.A.Disp. 8/6/1910 says pass. were to go south from Juneau on the "Pr. Beatrice"

Book 32

PRINCESS NORAH

C.P.R. Steamer

P.C.A. 1.

P.C.A. 2.

P.C.A. 6.

1. Stbd. broad, coming into Juneau dock.
2. Stbd. bow, heavily iced at Skagway dock; Dedman's.
3. Stbd. near broad, speed Wrangell Narrows. Aug. 1948
4. Stbd. qtr. passing #34 to #36 . W.Narrows. " "
5. Stbd. broad, near wooded mountain.

Story of grounding Book 30; Pages 54--56

K.D. News 1/10/1955 Will/ operate in joint service of C.P.R. and C.N.R. beginning Mar. 29. Will be renamed...

M.D. 4/16/1955 Last regular pass. vessel operating to Pr. Rupert and S.E. Alaska, has been renamed Northern Queen and will wear blue funnel colors instead of the familiar C.P.R. buff and black. She is jointly operated by CPR and C.N.R. although still owned by C.P.R.

M.D. 7/2/1955 Now given name of "Queen of the North" and stack colors changed. Now on joint run C.P.R. & C.N.R. To operate in joint service (C.P.R. & C.N.R.) (NOTE BOOK No. 1. pp 17)

10/31/1946 Aground near Powell River with 60 pass. on board. Reloated today. (Was on sand bar about 2 miles off Comox, B.C.)
2/15/1950/8 Commanded by Capt. G.O. Hughes; unable to back storm up Lynn Canal so had to return to Juneau.

PRINCESS OF ALBERNI

Ex U.S.A.T. F.S.

Ex. "Pomare"

1. Pict. and info. Book 41; pp. 7.

Book 33

PHP 3

PRINCESS OF NANAIMO

New (1950) C.P.R.

Liner

1. Stbd. broad, speed. (Artists drawing)
2. Stbd. broad, speed. (Photo--Mag. cut)
3. Port broad, speed. (Porthole)
4. Port broad, speed, (Good mag. cut)
5. Stbd. broad, speed (Page 6, July '51 Ships & Sailing)
6. Good pict. in Nov. '52 S.&.S page 35

See Book #34; p. 44 for story of Grounding.

Launched Sept. 14, 1950 from Yards of the Fairfield,
Shipbuilding Co. in Vancouver, B.C. She is designed and
built expressly for the 36 mile Van.--Nanaimo run.
358' over-all; 337 b.p. 62' breadth; 19.9' moulded depth
to main deck; 14' 3 " draft. 6000 gross tons.
Speed 18½ knots. 8000 h.p. (S.H.P.) Accomodates 1500
day passengers and about 150 cars

Will have twin screws each driven by a set of single
reduction geared turbines of Pametrada design and turning
225 r.p.m. The astern turbines will develop not less
than 70% of the ahead power in a separate h.p. astern
turbine incorporated in the L.P. ahead casing, and steam
will be admitted to the turbines through manouvering valves
controlled by Cockburn's servo-motor system.

M.D. Oct. 7, 1950

Will be brought out from Glasgow by Capt. G.A. Thompson,
who serves as master on the "Princess Mary" when not
ferrying out net C.P.R. ships from Scotland.

6787 gross tons. Accomodates 1500 day passengers
Propeller turns 225 r.p.m.
More info. page 36 June 1952 P.W.B.

PRINCESS OF VANCOUVER

New (1955) ferry.

416' vessel nearly completed at Glasgow, Scotland....See
P.W.B. Feb. 1955; pp, 7.

Some good info. on her propulsion in S&S Spring 1955;p4.

Good pict. and info. P.W.B. May, 1955; pp. 8

Good pict. showing inside arrangement. S&S Fall '55. pp 9.

VG pict. only Album 43; pp. 3 and 23.

VG picts. (S&S Fall 1956; pp. 32)

PRINCESS PAT

Album 11.

Small Mail boat.

1. Port, broad, in small Locks Seattle Ship Canal. VG

3/15/1939/5 Capt. Jack Anderson of Seldovia, is in Juneau
headed west with a 90-ton barge in tow. She is on the
Seward--Anchorage run

PRINCESS PATRICIA

Album 1.

Album 28

C. P. R.
Pass. str.

1.

Port, broad, in stream. Vancouver Hbr. Speed. VG

2.

Stbd. broad; speed. V.G.

Built in Dumbarton, Scotland in
1158 gross; 535 net; 270' x 32.1' x 16.6' Originally
built as the S.S. "Queen Alexandra" Came to Vancouver,
B.C. in 1909. Reported broken up for scrap in 1940.

Built in the Wm. Denny & Bros. yards (Dumbarton) 1903
as the "Queen Alexandria"---used on Eng. Channel run
then came to B.C. on the Van.- Nanaimo run. She is
a turbine str.. (These people built the first turbines

Album 1.

Book 38

PRINCESS ROYAL

Album 26

C. P. R.

Passenger Str.

1. Stbd. bow, close, crowd, flags. in stream.

Q

2. Port broad, speed.

③. Good port broad, speed.

Built 1907 at Esquimalt B.C. and was the last wooden ship for C.P.R. Line. 1997 gross; 981 net; 228'x40'x16.6' Broken up for her scrap at Victoria, B.C. in 1939

Nov. 8, 1908 she collided with the large Jap. str. "Fukiu" in a fog in Elliot Bay. The Jap received only minor damage but the C.P.R. ship sustained \$20,000. worth to herself.

May, 27, 1910 she picked up the disabled str. "Santa Ana" in Queen Charlotte Sd. in S.E. blow and towed her to Hardy Bay.

A wooden hulled vessel she was launched at Victoria 9/18/1906 and cost about \$250,000 to build.

D.A. Disp. 11/9/1908 says she rammed the Jap liner "Fukiu" in a heavy fog last night near Port Townsend, sustaining severe damage to her bow. All pass. safe and she made Port Townsend O.K. The larger vessel was not severely damaged.
D.A. Disp. 8/10/1907 says she was reported to have damaged her propeller in Alaskan waters and was limping South for repairs.

XXX

PRINCESS SOPHIA

Album 14.

Album 25.

C. P. R. Co.

Album 16.

P.C.A. 5.

Album 17.

1. Port, broad, speed, near wooded shore. VG
2. Wreck, mast only showing; "Monaghan" and bouy. A-16
Pict in Album 16.
3. Stbd. broad, upright, nearly dry, storm, Vanderbuilt
Reef. Album 25.
4. View on Vanderbuilt reef from quarter of mile off
showing buoy.
5. Stbd. broad, storm, Oct. 24, 1918. Good picture.
6. Mast only same picture as 2.
No's 3,4,5,6, all in Album 25.
7. Port, nearly broad, speed, Juneau Hbr. P.C. Album 1.
8. Port, broad, still in stream. P. C. Album 1.
9. Stbd. bow, at small settlement dock; old.
10. Post card of (3) above.
11. Two; mast only and diver going down.

Built 1911 at Paisley, Eng. 2320 gross; 1466 net;
245.2' x 44.1' x 24'

Lost on Vanderbuilt Reef, Lynn Canal, Alaska Oct.
24, 1918.

D.A.Disp. 6/5/1912 New C.P.R. liner recently built in Eng.
and brought around the Horn to Vancouver, will make her
first trip to Alaska this month and is expected to arr.
in Juneau on June 13th. She replaces the "Princess
Royal on the Alaska run.

D.A.Disp. 4/14/1913 "Pr. Sophia" bounced off rocks on N.
side of Sentinel Id., at almost the identical spot the
"Pr. May" was wrecked in 1910. She hit early on the morn-
ing of Apr. 13th---at 02:10 ("Pr. May" hit at 02:05)
and was able to back free on the rising tide. Her bow
damaged on both sides, but she is not in danger of sinking
as she has regulation British Board of Trade bulkheads, et
Capt. Chas. Campbell, commanding.

D.A.Disp. 1/26/1914 She ran aground last night in a heavy
snow-storm, near the entrance to Blinkinsop Bay. Lost
one propellor and was aground for 6 hrs. before being
refloated and escorted into Blinkinsop. The "Al-ki"
picked up her 45 pass. and took them to Vancouver;---

PRINCESS SOPHIA

Partial passenger list: 10/25/1918/5;

John F. Phgh ---U.S. Collector of Customs

Wm. Scouse ---Mining man from Hunker Creek, who had taken one of largest fortunes out of Klondike and owns much property in Van. B.C. and Seattle.

John Zacacarelli-Dawson merchant

A.D.Pinska, -brother of M.A.Pinska, big merchant of Dawson and Fairbanks.

M.S.Eades -proprietor of Royal Alexandria Hotel in Dawson.

Mrs. Geo. Marcus and daughter Virginia, coming to Juneau to stay with the Ray G. Day's. Wife & daughter of mgr. of Northern Commercial Co. at Fairbanks.

Wm. J. O'Brien, agent for C.P.R. at Dawson, his wife and five minor children.

D.A.McDonald and his 18 horses.

Geo. Milton, mgr. of Five-Finger Coal Mine.

Capt. J.C.Green of S.S. "Yukon" river str.

Capt. C.J.Bloomquist "Dawson" " "

E.S.Ironsides, Collector of Customs at Dawson Y.T.

Mr. C.J. Vifquian, wife of traffic mgr. of W.P. & Y. Ry.
J.H. Sheuk (Eskimo) of Tofty, Alaska.

Carl Knutson, also of Tofty and a pioneer of Igloo No. 17
of Nenana.

John Marshall of Dawson, who was to marry Miss Dorothy
Burgess of Manchester, Eng.

Capt. Douglas of "Nasutlin"

Sit Wing Chinese waiter on "Sophia"

Howard Bennett of Wiseman

Harry Earl Hardin of Flat.

Arnox Pellison of Tanana

Peter B. Jurkevich of Ruby

Arthur S. Bourne of Idatarod

C.W. Porter of Fairbanks

Z.W. McQueen of Fort Gibbon, Alaska

First body picked up was that of a woman, Mrs. H.M.
Bridges of Dawson in cove on N. Shelter Id.

"PRINCESS SOPHIA"

More on wreck.

10/25/1918/3 At 04:00 today an attempt was made to transfer the passengers to the "Cedar" but the darkness and roughness of water made it advisable to wait until daylight...another try will be made at 08:00 (This was unsuccessful too.)

10/25/1918/5 Last message to Agent Lowlesaid; "Cedar" and 3 gas-boats standing by---unable to take passengers off. Strong N.W. wind. Main steam pipe broken. Condition of pass. normal."

10/28/1918 "Estebeth" returns to Juneau---reports that she arr. scene 10:20 on Thurs. and saw a boat lowered at 14:30 on Thurs.

10/29/1918/2 VG. Weatherman Summers says his barometer indicated good weather to back up Capt. Locke...

10/29/1918/2 "Lonefisherman" brings in burned bodies of some crewmen (engine-room) of "Sophia" in the cove on north Shelter Id., also bodies of 4 kids found lashed to a raft. This indicates boilers blew up!

10/25/5 Passenger list. More on 26th. etc.

10/23/1918/7 "Princess Sophia" due to arrive at the Treadwell dock at 06:00 tomorrow morning on her way south. Pres. F.W. Bradley, Supt. of Treadwell Mines, and Mr. & Mrs. F. Caraway and John Marotti will go south on her.

10/23/1918/1 Even babies had to pay full fare on the S.S. "Prince Rupert" which left yesterday from Skagway with 350 pass. due to heavy pass. lists going outside for winter (Same situation on "Princess Sophia")

(2)

PRINCESS SOPHIA

C.P.R.Co. str.

She had been trying to find anchorage in Blinksop to get out of the storm. On the 27th she was able to proceed under escort of the "Salvor", to Van. B.C. More info. on the damage, cause, etc. in D.A.Disp. for 2/4/1914

D.A.Disp. 6/3/1915 pp,7; "Pr. Sophia" damaged at Wrangell by anchor of "Alameda" while latter was docking there. The "Sophia" lost some of her railing, and is scratched a little. This same trip the "Sophia" had some trouble docking at Juneau---hit the dock pretty hard.

EMPIRE 10/24/1918 "Princess Sophia" ashore on Vanderbuilt Reef. etc. (Follow up in my note books...)

EMPIRE 11/1/1918 pp.8; All craft are in from "Sophia" but the "Savo" which lost her wheel and is anchored at Sphun Id. and Dick Harris boat and Lloyd Bayers "Phyllis Empire; 11/21/1918 pp.5; None of "Sophia" victims reached shore alive.

Empire; 12/10/1918 pp.3 Last of search vessels returns to town---"Santa Rita" arr. today. 160 as yet unrecovered of the 343 persons on board.

12/23/1918 pp. 6; The 186th body has been recovered and brought to town today.

Empire: 1/11/1919 Capt Miller of "King & Winge" says it was not possible to take the pass. off the "Sophia" !
Hearings being held at Victoria, B.C.

Empire: 1/16/1919 pp.8; Capt. J.V.Davis testifies pass. could have been taken off "Sophia" V.G.

Empire; 1/16/1919 pp. 8. Sam Jacobsen, diver, says "Sophia" is intact. 190th body recovered...

Empire: 2/1/1919 Capt. J.W.Leadbetter of "Cedar" testifies Says he would have done same as Capt. Locke!!

Empire: 2/20/1919 pp.5; V.G. text of all wires from Capt. Locke to F.W.W.Lowle, etc.

Empire: 2/27/1919 pp.8; Testimony on "Sophia" as given at hearing in Juneau---Ed McDougal, J.V.Davis, etc.

Empire: 2/28/1919 pp.8 Hearings on "Sophia" concluded.

Empire: 3/6/1919 pp.8; Only survivor of the "Sophia" was an English setter. Made it to Tee Hbr., oil soaked, nearly frozen and very much afraid of salt water..Etc.

Empire: 3/14/1919 pp.8 English setter definitely identified as being on the vessel when she went down.

At John L. Carlson cannery at Tee Hbr.

(3)

PRINCESS SOPHIA

5/19/1919/2; " More bodies have been brought up by divers.

Empire:/ 6/2/1919 pp.2 "Princess Sophia" will be raised.

Empire: 6/18/1919 pp.2 Sixteen more bodies brought in from "Sophia" on "Chlopeck"

Empire: 6/20/1919 "Sophia" wreck turned over to U.S.

Court and salvage operations cleared for Deep Sea Salvage Co. to work on her.

Empire: 6/26/1919 17 more bodies found in "Sophia" and brot to Juneau by divers on "Chlopeck"

Empire; 7/8/1919 pp.8; Deep Sea Salvage Co. now working the "Pr. Sophia" and plans to salvage the "Eslander" after this venture. The article also tells the C.P.R. reason for not hiring divers on the wreck. V.G.

Empire: 7/11/1919/6/ 5 more bodies brought up from wreck including that of Al Winchell's wife, for whom he has been searching a long time.

Empire: 7/12/1919 pp.8; The body of a man believed a victim of "Sophia" bought up on a halibut hook by crew of Juneau boat "Olga" about 2000 yds. from Vanderbuilt Reef.

7/22/1919/2/ 11 more bodies from Pr. Sophia" Total now recovered is 273.

7/25/1919/8/ V.G. Adv. of Deep Sea Salvag Co. Inc. in papers. (Try to induce 'suckers' to buy stock) They say after "Pr.Sophia", they will raise "Islander" and the "A.J.Fuller" in Elliot Bay. etc...

Empire: 8/4/1919 pp.2; 9 more bodies recovered by Deep S. Sal. Co. Total 282 to date. 61 unrecovered---85 have been brought up from the wreck.

Empire: 8/24/1919; Salvage Co. libels recovered effects of "Sophia" dead..

Empire: 8/30/1919 pp.2 Body of "Sophia" victim found by "Inez", owned by Judd Baggs is identified

Empire: 9/16/1919 pp.5; Two tugs and 6 barges of the Deep Sea Salvage Co. are here, and will leave tomorrow for the "Sophia" Wreck. V.G. (B.S.) C.B.Dawson, pres. of the Co. is along.

Empire: 9/19/1919 pp.3 Tug "Harold C" of Deep Sea Salvage Co. is in from Wreck for supplies.

Empire; 9/13/1919 pp.2 Steam tug "J.M. Coleman" of the Deep Sea Salvage Co. arr. Juneau today.

(4)

PRINCESS SOPHIA

Empire: 9/23/1918 pp.8 Expected to have her raised by Oct. 1st. V.G. More good stuff on 9/24/1919/2/

Empire: 11/11/1919 pp.2; Efforts to raise "Sophia" given up for the winter---were two weeks too late says J.M. Dawson. Barges and tug "Harold C" will winter in Bridget Cove and the steam tug, "J.M.Coleman" will be wintered in Juneau.

Empire: 11/24/1919 pp.7; V.G. Some V.G. stuff about Deep Sea Salvage Co., and Mr. C.B.Dawson's diving bell. etc.

Empire: 4/10/1920/5 Deep Sea Salvage Co. crew are again coming North to work on the raising of the "Princess S-- Will be using the steam tug "Harold C" in their preliminary work. She is Off. No. 96677; Built 1903, Ballard 27 gross; 18 net; 45.4' x 14' x 5.6'

Emp. 5/29/1920/8 "Pr. Sophia" wreck to be raised June, 20, says Chas. W. Mortimer, who is in charge of the work.

Emp. 6/7/1920/8 The salvage tender "Enterprise" is in from the "Sophia" wreck.

Emp. 6/10/1920/2 Suit has been filed against the Salvage Co. and may stop work. Tenders "Enterprise" and/

"Harold C" have been seized for debts totalling \$2045.53
Empire; 6/14/1920/2 Tug "Harold C" released from custody
work to continue on salvage.

Empire: 7/15/1920/8 J.V. Davis of "Estebeth" testifies that
all pass. could have been removed to safety.

Emp. 7/16/1920/8 More "Sophia" testimony V.G.

Emp. 7/17/1920/8 More still-----

Emp. 7/19/1920/8 Ed McDougal of the "Amy" testifies. V.G.
Empire/ 7/20/1920/8 More testimony by Jimmy Lloyd.

Emp. 7/21/20/8 More testimony Also 7/23/1920/8

Emp. 7/20/1920/2 Capt. John Tibbits of the tug "Harold C"
says lines are being placed around the "Sophia"

Emp. 7/22/20/8 More V.G. testimony on wreck.

Emp. 7/24/1920/8 and 7/26/1920/8 End of hearings on wreck.

Empire: 7/24/1920/7 Steam tug "Daniel Kern" formerly the
lighthouse tender "Manzanita" arrived in Juneau today,
towing three large barges to be used in raising the
"Sophia" She will remain at the scene

Empire: 8/3/1920/8 Diver John Donovan, gets 'bends' diving
on "Sophia" and is very ill in St Anns Hospital.

(5)

PRINCESS SOPHIA

(5)

Emp. 8/14/1920/2 "Sophia" will be raised in about a week..

Emp. 8/16/1920 "Sophia" salvage halted on eve of success!

Financial difficulties cause abandonment of attempt.

All gear to be sent South.

Emp. 8/23/1920 "Sophia's" safe brought to Juneau.

Emp. 8/26/1920/8 \$10,000. in "Sophia" safe. Under seal.

Empire: 9/8/1920/8 Bankruptcy against Deep Sea Salvage Co.
has been dropped.....

Empire: 1/25/21/1 Capt. Locke of "Sophia" charged with
gross neglect. Charged that he had women pass. in his
cabin---neglected to hold life-boat drills, etc...

Emp. 9/30/1921 Decision handed down in "Sophia" sinking,
laxity on part of ships officers, etc....

SEE CARD ON 'J.M.COLEMAN' FOR MORE INFO. ON SALVAGE.

Emp. 10/17/1924/8 An inmate of the Oklahoma Insane asylum
claims to be Capt. James Alexander and says he is a
survivor of the "Princess Sophia" wreck.

PRINCESS SOPHIA

12/15/1931/8 Damage case comes up again. Heirs want \$10,000. for each victim.

See B.S. story and pict. from Mar. 1956 REAL magazine--- in Book 46 pages 16 and 17.

Emp. 84 of the pass. on "Sophia" were employees of the White Pass & Yukon Ry. who were going outside for the winter.

SEE Horrible tale "They Die Screaming" in Colored Note Book No. 5. *Scrapbook 46*

SEE Gordon Newells story in SKIPPER Jan. 1960 pp 24.

PHP 2

PRINCESS VICTORIA

Album 1.

C.P.R. Steamer

1. Porthole Picture in Book No. 2 (Porthole) Bow view.
speed.
2. Stbd. broad, speed, all white, 3 stacker, smoke.
3. Stbd. broad, speed, regular paint job.

M.D. Sept. 2, 1950 Retired after 47 yrs. service
Still holds the Seattle-Victoria speed record of 3 hrs.
30 mins. made in 1904.
1943 Gross; 785 net; 300' x 40.5' x 15.4'
She was to have been scrapped by Maurice Green of the
Capital City Iron Works at Victoria, B.C. in 1951 but
M.D. Dec. 8, 1951 says plans have been changed as several
foreign buyers are dickering for her. Greece may possibly
take her along with several other aver age vessels.
Sale to Greeks fell through and she was bid in by the
Tahiti Lumber Co. of B.C. She will be stripped and her
superstructure dismantled and she will become a hog fuel
barge---a rather ignominious end.

Built by Swan & Hunter Ltd. at Newcastle, England in 1903. Twin screw, 300' long and designed exclusively for operations out of Vancouver, B.C. on the triangle run to Victoria and Seattle.

Arrived here in 1904, and soon acclaimed the 'speed queen' of the Pacific Coast because of her speed. It is believed that her engines were originally designed for a Russian cruiser.

In 1930, after 26 years of service she was pulled out at the Yarrow's Yard at Esquimalt, B.C. and widened 18' giving her an automobile carrying capacity of 60 vehicles. Even with her extreme breadth she reeled off 19 knots on her trial run.

Recently she underwent an overhaul and was placed on the Nanaimo run. Whether she will continue on the run for some years to come, or whether the arrival of the new "Princess Marguerite" will place her in the boneyard remains to be seen.

See card on tug "Chehalis" sunk in collision 7/27/1906

More info. page 36 June 1952 P.W.B. mag.

MORE INFO. BOOK 36; Page 1

In 1904, she made a Seattle run in 3½ hrs.

Card 2.

PRINCESS VICTORIA

C.P.R. Str.

10/17/1906 she was reported 'in a precarious position'
on Fiddlers Reef, near Victoria, B.C.

More info. Apr. '53; P.W.B. page 24

Sinks---see page 9; P.W.B. May, '53

Sinks---See pages 39 and 49 in Book 40;

PRINCESS VICTORIA

New (1953) Canadian
Pass. ferry.

1. Pict. and info. Book 41; pp 27

For story of one that capsized see BOOK 33; pp 48

NOTICE: There waa a str. of this name, a British Coastal str., that sunk in a storm in 1953 in the Eng. Channel that is no relation to the one planned as recorded on this card ~~and~~ or the old C.P.R. liner.

PRINCETON HALL

P.C.A. 2.

Presbyterian Mission

P.C.A. 6.

1. Set of five showing her fallen over on Warners grid.
2. Set of three showing her ashore back of Std. Oil Co. float, Juneau.
3. Stbd. broad at small boat hbr. float with "Isis"
4. Stbd. broad on N.C.Co. ways.

12/4/1941/2 Launched at Sitka today and christened by Mrs Andrew Hope wife of builder. She is 64' 11" long and is the largest vessel launched at Sitka since days of the Russians.

1/10/1942/3 Navy takes over "Princeton Hall" and "SJS"

TO BE REPLACED WITH NEW VESSEL (1958) See card on
MISSIONARY VESSELS in Marine file.

8/22/1944/3 To be turned back to Presby, Mission Sept. 1st
Capt. Paul Prouty will be in command.

11/20/1946/5 Rolland Burrows new Capt. on her.

PRINGLE

Screw str.

1906

10/10/1906 she hit a rock in the Columbia River and sunk almost immediately. Her crew of 12 men made shore safely. She had a cargo of grain and no pass. Total loss.

PROCTOR

Some kind of odd str.
Alaska 1898

1. No picts.

NO RECORD IN BLUE BOOKS

Was owned by the Cooper River Trans. & Mining Co. in '98

PROGRESS

Album 22.

Lg. Halibut schooner

1. Port broad, in Ketchikan Harbor.

PROGRESSIST

Old British turret str.
Lewis & Dryden

1. Port bow at dock with cranes in evidence.

PROSPECT

Small schooner owned
by E. Valentine '97

1. No pict.

A.M.Rec. Nov. 24, 1897 she left Juneau for Skagway with a full load of merchandise and lumber and ran into a gale in Lynn Canal. Unable to buck the wind she ran into a small anchorage on Admiralty Island, but was unable to lay at anchor so started back to Juneau. On the way up Gastineau Channel she ran into a Sheep Creek wind and was blown on the Douglas shore. After the blow she was repaired and brought into Juneau where further repairs were made.

PROSPECTOR

No. 150468

Tay's first boat.

1. Stbd. near broad; ruins on beach Glacier Highway.
my sisters prowling on deck. (First album)
2. Two fairly good picts. of her and the "Tillicum"
about 1910 at Killisnoo. Book 38; pp. 60

Built 1889 at Cypress Island, Wn as a sloop. 9 gross;
6 net; 32' x 12.8' x 4.5' She became gasoline powered
about the same time the "Alceda" did in 1906
D.Id.News: May, 29, 1901 Capt John Rowe arr. from Windham
Bay on his sloop "Prospector"

A.R.M. 3/29/1901 pp 4. Capt Jack Rowe of the sch. "Pros-
pector" is mad. Says he, and other halibut fishermen
will sell their catches and move to Taku Harbor because
the health officers wouldn't let him throw halibut heads
in Juneau harbor.

PROSPECTOR

PHP. 1.

Two-masted halibut
schooner.

1. Port broad, speed. (Porthole)

PROSPECTOR

No. 150784

Album 12.

Tug.
Old wood-burning steamer.

1. Stbd. broad, slow near shore; cordwood on decks. VG

Built 1898 at Seattle, Wn. Home port Juneau, Alaska.
36 gross; 20 net; 61.3' x 14.6' x 5.2'

PROSPECTOR

Old Whitehorse
Str. (River)

1. No picts.
2. VG pict. pp 30 in A/S Nov. 1958

3/7/'01 DAILY ALASKAN says she will soon be assembled at Whitehorse for use on the Stewart River. 165 tons. 110' x 24' x 1' Was brought into Skagway on steamer and pieces sent over the White Pass.

She operated on the Stewart River and side streams. Remains of her hull are in the river below Whitehorse and her machinery went to the "Nasutlin"

9/16/1906 she arrived at Whitehorse with 90 pass. from Dawson, etc.

PROSPER

No. 150599

Schooner

A.P.A. 1901

1. No picts.

Built 1892 at Pershbakers Mill, Ore. 241 gross; 229 net;
128' x 32.6' x 8'

Wrecked on Cape Lisburn, Alaska Aug. 26, 1901. Capt.
Stevens, Mate Heflin and Cook C. Jones all saved. Picked
up by the St. sch. "Arctic" and taken to Nome

Book 32
Album 7.
Album 8.

PHP--2

PROSPER

No. 150781

Bellingham T.&B.Co.

1. Stbd. broad, slow near old docks. VG.
2. Port broad, speed, Seattle waterfront. as U.S.A.T.
Capt. Harold Hines on bridge.
3. At old ferry float; astern of "Penguin" and in
company with "Pesada Manana". P.L.C. Album 1.
4. Stbd. bow with big log tow and other B.T.B. units.
(Mag cut.)
5. Stbd. bow, towing two cribs. P. Sd. (Porthole)

D.A.Disp. 7/23/1903 pp.3; Was said to have been purchased
By Henry Shattuck of Juneau from A.S.S.Co. for \$17,500.
and would be placed on J.-Sitka run in place of "Bonita"
Built 1898 at Port Townsend. 168 gross; 85 net tons;
84' x 18.5' x 9.5'

Some info. on her in 1947 DIARY Page Feb. 6.

Old Juneau Paper for July 24, 1903 says H. Shattuck 'bot the "Prosper" for \$17,000. and planned to put her on the Juneau-Sitka mail run. (Have been unable to find any record of her having ever made the run however.)

Owned by A.S.S.Co. in 1905 and that year they cut her down to a tug for their own usage.

Built 1898 at Port Townsend, Wn. as a pass. str.
168 gross; 85 net; 84.1' x 18.6' x 9.6' 250 h.p.steam.
1944 dimensions: 107 gross; 46 net; 87.9' x 19' x 9.1'
Powered with a 350 Atlas Imperial Diesel.

Was a pass. str. with a tug hull. First used by Hastings Steam Boat Co. then by the Thompson Steam Boat Co. Later she passed to the Inland Nav. Co. Then in 1906 she was made into a tug by the P. Sd. Tug Boat Co. In 1916 she passed to Skinner & Eddy and in 1928 she went to the Bell Tug & Barge. The latter put the 350 Atlas in her. D.A. Disp. 6/27/1909 Capt. Herbert Beecher of the tug "Prosper" is son of famous Henry Ward Beecher. He started sea career on mission str. "Evangelist" then later brought the U.S. Rev. cutter "Grant" from the East coast.

PROSPERATIVE

Album 10.

Old steam tug.

1. Stbd. broad, looking across log raft. "B" on stack.

Built 1891 at Benica, Calif. as the U.S. tug "Royal"
59 gross; 29 net; 75' x 20.6' x 8.2'

Last/ accounts of her state she is the Van. B.C. tug
"Prosperative" and is now powered with a 300 h.p. diesel.
(1943)

PROTECTION

Old Coastal steamer

1. No picts.

Old Wrangell paper says that in Mar. 1899 she opened up all her seams off the Col. River Bar. and was a near constructive wreck at Astoria.

DYEA TRAIL 2/11/98 Says she was on her way to Dyea from P. Sd. with 300,000 B.F.M. lumber. She is owned by the Columbia Navigation Co. which also has engaged the strs. "Rival", "Townsend", and "Columbia" for the Dyea run.

P & T ADVENTURER

C-3 Frt.

1.

Collision with "Tullahoma" See Book 37; page 46

P & T EXPLORER

Pope & Talbot Co.

1. VG porthole pict.

(PHP--4)

P & T FORESTER

Pope & Talbot Co.

1. VG porthole pict.

(PHPe-4)

P & T SEAFARER

Pope and Talbot
C-3 frt.

1. No picts.
2. VG Mag. cut. stbd. bow, speed, from air.

See card on "Seafarer"

Add that she struck bottom while crossing out to sea on the Columbia River Bar in Nov. 1952 (early) and had to anchor outside the bar until a tug towed her back to Astoria. Later towed to Portland and Albina Eng. & Mach. Wks. repaired her rudder post and also a crack which appeared in the afterdeck near No. 3 hatch. Had to reload some 4600 tons of grain which was discharged before drydocking.

M.D. Nov. 8, 1952

M.D. 12/15/56-- While extensively damaged but no danger of sinking. Hit reef near Los Vilos, Chile Sat. Dec. 8, 1956. Hull gashed twice and two holds flooded. Chilean navy divers plunging holes and Chilean cutter standing by. Owned by Pope & Talbot but has been in the Pacific-Argentine-Brazil Line. Loaded ore at Los Vilos and was headed up West coast of South America when she hit. No one hurt. Capt. Chris Petersen, well known in Seattle, in command. 8010 gross; and 492' long.

PUERTO CABELLO

Dredge

1. Pict. and info.

Album 43; pp. 9.

PUFFIN

Lebo's Ketch. tug.

1. V.G. pict. and info. P.W.B. May, '55 pp. 24.
2. Seized for debts and sold. (N.B. 21; pp 73.)

PUGET

PCA. 2.
P.C.A. 5.

Floating cannery
ex SD. Ferry boat.

1. Being towed by "Chief" in Clarence Straits.
2. Broadside operating at site of old Kildahl' cannery
in W. Narrows; Aug. 29, 1948

PCA

6

PULASKI

Tug; Converted YMS

1. Stbd. broad at Juneau Lumber Mill dock. Juneau 1952
2. Stbd. broad Ketch. Hbr. June, 1955 (PCA--7)

PUP

Yukon River craft

1. No picts.

Built at Ballard in 1905 33 tons; Ended up on the Innoko
River.

PURITAN

No. 150392

Album 11.

Old steam tug.

1. Stbd. broad, a/s logs; "Defender" astern. G

Built 1887 at Portland, Ore. 25 gross; 14 net;
68.4' x 15' x 5' In 1905 she was rebuilt and became the
first unit of the B. T. & B. Co. (Bellingham) In 1928
she was renamed "Barney Jr." and rebuilt and repowered
with a 350 Atlas. (Had steam) In 1938 she burned at
the dock and in 1941 she was rebuilt again and a new 200
h.p. diesel installed.

In either 1926 or 1928 she was completely rebuilt to the
following dimensions: 59 gross; 40 net;
74.4' x 16' x 7.5' Renamed at this time.

ALASKAN (Sitka) 7/12/'90 Says st. tug "P" arr. Sitka from
Juneau; Capt. Ben Wright; Fastest boat in these waters--
13 to 14 m.p.h. Trip took 17 hrs. Supt. F.H. Poindexter
of Chilkat Pkg. Co. was on board.

D.A.Disp. 9/30/1913 mentions a vessel of this name which
unloaded 75,000 lbs. of fish at the new Booth Cold
Storage Plant at Sitka which just opened up. May be
entirely different boat.)

Book (29)

P. W.

Sm. wood. St. sch.

(1.) Port bow showing astern of "St. Roche" (Mag. cut)