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SABOATCO

Steel steam schooners of the P.C.

Lyman

Built 1920

3285 tons, had the same history as the Sucarseco
, being scrapped in 1935.

SABOTAWAN

Pacific Coast Steel Steam Schooners.

Lyman.

4869 tons; built 1919 by Downey S.B. Corp. Arlington
N.Y. for the U.S. Shipping Board.

1926 to Finkbine-Guild Trans. Co.

1930 to Swayne & Hoyt as the "Point Palmas"

1939 to Alcoa S.S.L. as the "Alcoa Pilot"

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

SABRINA

Panamanian tanker

1. Grounded. See pict. Book #34 page 30

SACHELT

Album 15.

Small Sd. Pass ferry
Est. "Hattie Hansen"

1. Port, broad, speed, in tide-rips near wooded shore.

D.A.Disp. 3/25/1911 says she capsized off Beacey Pt. near Victoria, B.C., last night with 39 pass. on board. It is believed all on board perished.

SEE CARD ON "HATTIE HANSEN"

SACHEM

Album 22.

Old steam tug.

1. Port broad, in Ketchikan Harbor.

Book 30

SACKETT'S HARBOR

American tanker

1. Several views of broken halves at sea. (Mag. cuts.)
2. Mag. cuts. and story in Book 39. (For Sale 1955)
3. VG picts. and story Book 39; pp. 34 and 35.
4. PICTS and story ALBUM 30 pp 41-51-58

M.D. 9/17/1955/2 - Stern section being towed to Seattle by the tug "Wando" of P.S.T & B. The "Tiger" helped pull the half tanker free of the mud at Anchorage 9/6/'55 at 08:23 during the height of a 31.5' tide. A channel 70' wide and 500' long had previously been dredged to deep water.

The tanker had broken in two in a storm 300 miles S.E. of Adak in 1946. Was a T-2 type. Navy sunk the bow half and towed the stern half to Kodiak then to Anchorage which was suffering a severe power shortage. Her 6000 k.w. gen. plant was pressed into service, and used faithfully until completion of the new Eklutna project...

A.S. Dec. '57 towed to S.F., new bow welded on and she became the "ANGELO PETRI" the worlds, first wine tanker
Towed south by "Agnes Foss" (N.B. 21p pp 49.)

SADIE

No. 116374
Sailing ship

Album 11.

1. With other ships. Bristol Bay. Codfisher.

Built 1890 at Fairhaven, Calif. 310 gross; 294 net;
142' x 34' x 9'

SADIE

No. 116831
Old Alaska Coast Co.
steamer.

1. No picts.

COUNCIL CITY NEWS Sept 10, 1904 says the "Sadie" of the Alaska Coast S.S.Co.----largest and best equipped vessel on the coast, was wrecked Sept. 5, 1904 on York Point, Bering Sea. She became a total loss. All crew and passengers were safe.

Built 1898 at S.F. by the Alaska Commercial Co. 328 tons; was a steel-hulled side-wheel steamer. Used at St. Michael in 1899 as a harbor boat. Ran from Nome to Kotzebue to the time she wrecked. 1901-'02-'03

MacBride spells it "Saidie" but I believe he made a slight error in his spelling and this is actually the same vessel he refers to.

Note; "Saidie" is the correct spelling for the st.p but check Blue Book for a "Sadie" after this date. 1904

Built 1898 at S.F. 276 gross; 145 net; 150' x 30' x 8'

SAGINAW

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

886 tons, built 1908 at Hoquiam by the Matthews
Shipbuilding Co. for the Saginaw S.S.Co. of S.F.

Carried 900-M ft. and had 750 h.p. triple-exp. eng.

Was operated after 1918 by the Chas. Nelson Co. S.F.

Laid up at S.F. 1931 and scrapped in 1940. at Antioch

SAGINAW

Old U.S. Gunboat.

1. No pict.

Mentioned in JUNEAU CITY MINING RECORD Apr. 30, 1891
as being familiar to Killisnoo Indians, years ago---
commanded by Capt. Mitchell

ALASKA TIMES (Sitka) 10/9/1869 mentions her as being in
Sitka prior to this time.

ALASKA TIMES (Sitka) 7/23/1869 under Capt. Meade, U.S.N.
she left Sitka 3/16/'69. Had soldiers on board to make
peace along the Kake country---but found them unnecessary.
She Arr. Hutchinoo evening 16th and left next morning for
the Chilkat country. From there she went to Koo Island
(Sullivan, Shelter or Douglas Island) then found a ranch
a little 'further down' Here they found some very fine
Indians. They fired a cannon and surprised them etc.
From there they diverged through Chatham Straits and to
'Racoon' or Wrangle' Straits. Here Capt. Meade took many
soundings and made a chart of the Straits then went on to
'Stickeen'

SAILORS SPLICE

P.C.A. 3.

Northland Trans. Co.

P.C.A. 4.

1. Stbd. near broad, at N.T.Co. dock, Juneau. scow a/s
2. Port broad, coming across Juneau Hbr.
3. Set of three coming into dock in Ketchikan.
4. Two bow silhouette at Std. Oil dock Sitka; sunset.
5. Stbd. broad, leaving Sitka via Eastern Channel.

Known as the "RL-MAV-3" type of dry cargo vessel.
Unit of the N.T.Co. M.D. May 22, 1948

Storm troubles Book 30; Page 66

SAINT JAMES

Sailing ship-barge

1. PICT. at Kodiak dock before and after Katmai eruption
See page 142 in "KATMAI" by Wilson F. Erskine.

PHP--2
Book 31

SALINA CRUZ

Wooden Steam Schooner
Ex "Anne Hanify"

1. Group of 5 newspaper cuts showing her burning and after she broke in two.
2. Air view of burning vessel. V.G. (Porthole)
3. Pict. of wreckage (Mag. cut)

See card on "Anne Hanify" for more dope.

Caught fire in the engine room shortly after 07:00 Monday Oct. 17, 1949 about 150 miles off the Grays Harbor Bar. In a short while the fire was out of control and the crew of 17 men took to the three lifeboats. Rescue craft including the C.G. "Balsam" and another C.G. cutter and the "Black Douglas" of the F.W.S. were all rushing to the scene. The latter vessel was about 50 miles away. About 15:30 the 1348 ton vessel turned over and broke in two. The seas were rough and the men in the lifeboats experienced considerable difficulty in keeping them afloat. The "Black Douglas" arrived on the scene Mon. night and picked up all 3 boats and all the men. One boat was about swamped and a few minutes more would have probably finished her off and drowned all or most of the men in it.

Seattle P.I. Oct. 18, 1949

She was enroute from Vancouver, B.C. to Honolulu, T.H. with cargo of lumber and foodstuffs. Owned by A.C. (Tony) Cornero) Stralla who used to run a gambling ship off the Coast of Calif. Total loss about \$325,000.

SALINAS

Oil tanker

1. No pict. (Aug. 24, '50)

Owned by the Hillcone Shipping Co. Went aground in Shilshole Bay June, 1, 1950 and sprung plates as a result. Repairs estimated at \$70,000----she will be drydocked at San Pedro, Calif. and after an examination by divers was allowed to proceed under her own power.

A former Navy tanker she discharged 82,000 bbls. of oil at the Tine Oil Company's terminal 2737 Commodore Way, Seattle. M.D. June, 10, '50

SALLY S

No. 226572

Book (29)

Cannery tender.

1. Port broad, speed; (Magazine cut)
2. PICT. PWB Mar. 1960 and info. pp 23

Built 1927 at Port Blakely, Wn. for Sunny Pt. Pkg. Co.
74-Gross; 50 Net:-- 69.5' x 17' x 8.7' 180-h.p. diesel

Info. Lg. G.S.File CANNERY TENDERS (Alaskan)

M.D. 2/27/1965--sold by owner, Bob Shrewsbury to the
Wash. Tug & Barge Co. Will tow old barges--Part of a
trade deal whereby Shrewsbury gets the old tug "TRIMPH"
built in 1889....

SALMO

Old steam screw
Cannery tender
1892

ALASKAN 10/15/1892 paper says she arrived at Sitka on Oct. 13 with Capt. W. Thomas and the crew of the "Elsie" on board. Was met coming in off Halibut Point by the "Pinta" which was leaving to search for her. Capt. Thomas account of trouble follows:

Had left Kodiak 9/22/ and arrived at Nuchek on 23rd. 24th went to cannery on Kayak Id. (Port Etches) and arrived there on 25th. Left for Yakutat that same day and ran into stormy weather; at 16:30 foreward crank of the low pressure eng. broke and the ship became disabled. Capt. Thomas rigged up sail and brought her in safely to Nuchek on 26th. Thomas, the Chief and 4 crew-men then rowed $2\frac{1}{2}$ days in cold stormy weather, 65 miles up Pr. Wm. Sd. to the Eyak cannery where they hoped to charter a steamer. Could not get the "pacific" of the A.C.Co. Mr. Carlson said No! so they succeeded in chartering the steam tender "Salmo" of Pacific Steam Whaling Co. and left Oct. 2 for the "Elsie" waited until 6th for storm to subside then left for Kayak

Took 26 hours to make the 60 miles. On the 8th they left there and arrived at Yakutat on the 10th. Put to sea on the 11th but had to turn back due to weather. Went out on 12th and again and arrived at Sitka on 13th. She had as passengers, Eric Aanland (Capt.) and John Ellis of the sch. "Albatross" which wrecked in entrance to Lituya Bay Aug. 13th.

A Sitka black-smith cast them some new parts and the "Salmon" under Capt. Thomas proceeded on her run back to the "Elsie" then returned the "Salmo" to the cannery.

Book (38)

SALMON KING

Wooden st. sch.

Ex "H.B. Lovejoy"

1. Most of vessel from stbd. shown in 8 x 10 pict.
with two "Star" ships at dock.

Emp. 1/19/1928/6 She passed to the ownership of Capt.
Harry Crosby at this time when Capt. Crosby bought the
interestes of the Crosby Fisheries, Inc. from Roy Crosby
who was no relative of his.

SALMON KING

Cannery steamer

4/3/1934 VC pict of her as the "Salmon King" with pict.
of Capt. John C. Benson in insert. to be benamed the
"Gold King" and says she will be refitted with powerful
sucktion pumps and operated off Nome..

SALTE STE MARIE

Yukon River craft

1. No picts.

Built by a syndicate from **city** of the same name and
came north to the Koyukuk----Made only one trip.

PHP (2)

SALUTE

New halibut vessel

(1) Port broad; speed in Lake Union. (Porthole)

Launched June 27, 1951 by the Alf Hansen Boat Shop in
Seattle for Byron Bassi and Jacob Bassi Jr. owners of the
halibut schooner "Resolute" 57' x 16.5' x 8.1' and
powered with a model 6-DC-MR-1879 Buda Diesel which turns
900 r.p.m. 3 to 1 Twin Disc clutch and reduction gear.
Also has an 8 h.p. Lister diesel auxiliary eng. Model C.D
which turns 1200 r.p.m and drives a 2 k.w. generator.
Cruises 10 knots. 56" x 42" Olympic propellor.

M.D. Sept. 15, 1951

1. Stbd. broad from air; assisting Wet-ass "Portland" with grounded Victory ship "Pine Bluff Victory" in Sept. 1949. (Mag out)
2. V.G. picts. and article (May '52 PMB pages 36 to 39)
3. V.G. stbd. broad, P.W.B. Jan. '53 page 14
4. V.G. Pict. of salvage work on 275' oil barge, grounded on Klatsop Spit. Nov. 1953. P.W.B. Jan. 1954. Page 24.
5. V.G. pict. speed, from the air. Also pict. of Fred Devine. pp.14; P.W.B. for Nov. 1954
6. Rescues Honduran frt. "Aristotelis" (Book 39 pp 64)
7. Devine asks salvage in "Barbara Olson" rescue--- (Book 39; pp 65)
8. VG picts. and story of "Yorkmar" salvage and others-- (S&S Fall 1956 pp. 14)

Owned by Fred Devine, Portland diver and salvage operator. He took the machine shop machinery out of the old "Sarah Dixon" and installed it in the LSM. 204' long.

Picts. and info. at salvage of "Yorkmar" Book 34; p.42
Picts. and story of "Yorkmar" salvage; Feb. 1953 P.W.B.

More info. page 21; P.W.B. May '53

Info. on salvage of Army Amunition barge. Book 40; pp68

Info. on salvage of "Yorkmar" (Book 40; pp. 58)

M.D. 4/9/1955 Capt. Raino Matilla, in command.

See more on card on DEVINE, FRED

Rescues "Aristotelis" Book 39; pp. 5.

Frees "Ocean Lotte" from Gray's Hbr. bar. Book 39; pp 24

Frees MSTs frt. "Gen.C.H.Muir" from Desdemona Sands in Col. River 2/5/1955 pp. 25; Book 39.

Rescues beached barge off Seaside, Ore. 1/29/1955 Book 39/

pp. 25; Book 39.
Arr. Seattle for court suit over rescue of petroleum barge.
Book 39; pp. 61.

(2)

SALVAGE CHIEF

Converted LSM
Fred Devines.

VG picts, and info. PWB Dec. 1956 pp 12

VG. pict. anch. in storm during salvage of "Yorkmar"
(N.B. 21; pp 44.)

Returns from Aleutian work. BOOK 44; pp 44

XXX

Album 16.

SALVAGE CHIEF

Small Canadian FP.

1.

Stbd. broad, nose high, stern submerged; Balthenas
Id. Lighthouse in background.

SALVAGE CHIEFTIAN

Lg. Canadian Salvage

1. No picts.

Info. Book 36; Page 55

SALVAGE KING

Lg. Canadian salvage
tug.

1. Stbd. bow; hoses playing streams of water. (Mag. cut)
(See Book 33; page 30) Also info on that page.
2. Pict. and info. Book 41; pp 15, 19;
3. Info. on fire and sinking. Book 40; pp.64
4. Pict. and info. on fire. Book 39, pp. 64
5. Pict. and info. Book 42; pp. 1----6.
6. Pict. and story of her burning . (Book 39 pp. 64)

1600 h.p. Towing range 7000 miles.

Owned by Straits Towing Ltd. and operated by subsidiary,
Pacific Salvage, Ltd.

9/24/1955 Returns to Victoria under tow---may be salvaged
repaired and dieselized. (Book 39; pp 36)

M.D. May 30, 1959 Cut down to bare hull at Victoria, B.C.
and will become latest addition to the Comox Logging
Co's. breakwater at Royston---to end a 40 year career of
towing.

SALVAGE KING

Album 10.

Salvage tug.

1. Stbd. broad, speed, P. Sd. waters.

VG

P.C.A. 6.

SALVAGE KING

Converted LSM (Navy)

1. Stbd. bow, moored West 9th St. Juneau. Dec. 1948

SALVAGE PRINCESS

Book 29

Salvage vessel
B.C. Salvage Co.

1. Port broad, still. (Magazine cut)

Powered with a 120 h.p. Fairbanks Morse diesel
Owned by the B.C. Salvage Co.

SALVAGE QUEEN

-Lg. Canadian Sal. tug.

1. Pict. and info. Book 41; pp 19.

SEE CARD ON "TEES" FOR MORE ON THIS VESSEL.

SALVATOR

Old 4-mastes schooner

1. VG. derelicted on beach at Seldovia, Alaska.
(S&S Winter 1957 pp 47)

See info. on her in S&S Winter 1957 pp 47

NEWSLETTER 94. Sept. 1957

Originally a 4-masted sch. of 467 tons, built at Eureka, Calif in 1890 for C.A. Hooper of S.F. She was named for J.B. Haggin's great race horse. Later owned by the Pacific Shipping Co., the schooner was sold in 1912 to Libby McNeil & Libby and operated out of Seattle as a salmon packer. In 1931 she was sold to owners in Seward, Alas who made her into a herring reduction plant and saltery. She wrecked in Seldovia Bay, in 1935 when she parted her mooring lines and ran aground in a gale. She last (Axel Anderson and Pete Ballman) was owned by these two men.

And now (22 yrs. later) the old hulk still lays on the beach. Quite a tribute to her builders who fashioned her as a lumber carrier some 67 years ago.

SALVOR

Lg. Canadian Salvage
tug. 1953

1. Pict. and info. Book 41; pp 19, 21;
2. Info. (Renamed----was the "Towmac") pp. 21; Book 41;
3. Lg. Steam tug---I took her pict. 07:00 July 10, 1954 near Zarembo Id in Stikine Str. Was towing "Bulk Carrier No. 1." 157' long; 600 tons gross; 1600 h.p. steam; 4000 miles towing range. Built 1944 as a rescue tug for the U.S.Navy.
3. Pict. and info. Book 42; pp. 1.
4. VG. picts. towing "Bulk Carrier No.1" near Level Island in Sumner Strait (PCA--7)

SALVOR

Album 22.

Lg. salvage steamer

Post Card Album 1.

1. Port broad in Ketchikan Harbor.

2. a/s "Adm. Evans" sunk in Hawk Inlet-raising her.

D.A.Disp. 5/15/1906 says she will leave Victoria, B.C. this week to the "Mariechen" wreck and attempt to raise and tow same to Seattle.

D.A.Disp. 6/4/1907 Was ashore while towing "Northwester" to Esquimalt. See card on "Northwestern" for details.

SALVOR

Album 11.

PCA--6

Capt. Jennings.

Salvage tug.

"Kingsmill"

"Virginia II"

1. Stbd. broad, speed, Lake Union.

VG

2. Stbd. broad, sunk at Petersburg.

3. Port bow, sunk at Petersburg.

SALVOR

Album 22.

Canadian coasting str.

1. Port bow, passing in McKay Reach.

Emp. 10/15/1924/2 The Canadian coasting str. "Salvor" was picked up disabled by a log in her wheel in Queen Charlotte Sd. by the M.S. "Oregon", Capt. Pederson and towed to Safety Cove.

SAMAGI MARU

Jap motorship

1. 1955 Pict. and info.

Album 43.

SAMAR

No 117080

Old Sch. Fish barge

1. No picts.

See story Page 40 Mar. 1952 P.M.B.
Listed under SAIL in 1923 Blue Book.

SAMOA

No. 116800
U.S. Steam screw.

1. No picts.

Emp. 9/12/1923/8 A vessel of this name, a 150foot triple-screw diesel yacht arrived in Juneau today. On board were J.W.Hole and guests of Los Angeles.

Built 1898 at S.F. Calif. 377 gross; 237 net; 18 crew
350 h.p. 151' x 33.5' x 10.7'

Stranded Jan. 28, 1913 near Point Reyes, Calif.

None lost out of 21 persons on board. K.N.G.P.

SAMSON

No. 116846

Album 12.

Album 22.

Large old steam tug.

1. Stbd. bow, at dock inside "Triumph" "W" on stacks.
2. Port broad, in Ketchikan Harbor.

Built 1898 at Portland, Ore. 278 gross; 189 net;
110.4' x 25.4' x 15.6'

D.A.Disp. 6/15/1916 says Tug "Samson" is storm-bound at
Yakutat with a barge load of lumber in tow.

SAMSON

Yukon River steamer

1. No picts.

Built at Fairbanks in 1910; 272 tons; The money to build her was won by Joe Heacock in a poker game. She was still at Fairbanks in 1944.

SAMSON

Canadian stern wheeler
Frazier River

1. No picts.

About 200' long with unusual beam she was long a familiar sight on the Fraser River being used as a stump puller and snag boat.

About 1949 the Canadian Gov't. sold her to Nelson Bros., large fisheries operators on the B.C. Coast. This year she is to go to Rivers Inlet where she will stay during the fishing season. She has been converted into a large floating combination salmon tender, store, service station, mach. shop and business center. Also has a theatre, concert center and dance hall and steam and hot water bath house

M.D. June 16, 1951.

(will shift to Dean Channel and then Johnstone Straits for fall fishing then back to Van. for the winter.)

Mike Olsen is master, or maybe mayor, or dictator.

SAMSON

No. 117241

Album ②

Old Frt. and Pass

- ①. Stbd. broad, backing, as wood st. sch.
②. Port broad, at float, lots of house.

G
G

Built 1903 in West Seattle for the newly formed Puget Sd. Navigation Co. 328 gross; 223 net; 116' x 32.5' x 7.5' Was powered with the old 150 h.p. steam plant from the old "Evangel". Used for general freight hauls then converted to a floating cannery in 1920. She ended up being burned for scrap at Jim Hill Id. in 1931.

Aug. 18, 1903 the A.S.S.Co. placed her on the Skagway run.

D.A.Disp. 2/4/1903 A.S.S.Co. is having a staunch new frt. str. built at the Duwamish ways. To be named "Sampson"

SAMUEL G. INGHAM

~~Coast Guard cutter~~

1. V.G. on back side of pict. of "Haida" (Book 48; pp. 51)

SAN ANTONIO

Pacific Coast Wooden Steam Schooners

Lyman

Built 1898

Ex- "Grace Dollar" was sold to Mexican Interests about
1930

SAN BLAS

Old steel st. sch.
Nome run 1900

for

Good pict of her leaving Nome May 1900 from Seattle. See
SOUVENIRS OF NOME BY E.A.HEGG IN ALASKA MUSEUM

D.A.Disp. 7/7/1900 "San Blas", Capt. Pillsbury, says the
big barge "Mercury" is wrecked on the beach below Nome.
Was loaded and had been towed North from Seattle by the
steam tug, "Wallowa"

SAN DIEGO

Am. Sealing schooner
1875----1885

In 1875 she took 400 to 500 skins to S.F. and was seized for illegal sealing. She hunted seals for 6 seasons before skins were handled in B.C. in 1881. That year she took 193 skins to Victoria. In 1882 she got 327 skins and in 1883 she took 908 skins. 1884 -980 skins.

SAN DIEGO

Pacific Coast wooden steam schooners.

Lyman
Built 1918

1487 tons, was built at Seattle by the Elliot Bay Shipbuilding Co. for the Hart-Wood Lumber Co. , S.F. She carried 1600-Mcfeet of lumber and was fitted dby the Llewellyn Iron Works of L.A. with a triple expansion engine of 750-hp. In Dec., 1939, the sale of the "San Diego" to the Canadian Trans. Co. of Vancouver was approved by the Maritime Comm., along with the "Whitney Olson" and "George L. Olson"; but it fell thru. , and the "San Diego" went back into the limber trade.

SANDMAN

Sm. steam tow-boat

1. No. picts.
2. Pict. and some info. page 18; P.W.B. Apr. '53

Towed out of Olympia Wash. May have been a wet-ass

SANDRA CAROL

Canadian seiner.

1. Sinking off Pr. Rupert, B.C. P.33; Book 34

SANDRA FOSS

Album ②

Foss L & T Co.

P.C.A. ⑥

- ① Stbd. broad, speed, Seattle waterfront. as U.S.A.T.
- ② Port broad, still, Seattle Hbr.
3. Good port bow, speed; P. 49; Sept '52 S.&S.
4. VG assisting "Kalakala" to berth after break-down--
PWB Nov. 1956 pp 4
5. PICT. as ATS tug. BOOK 32; pp 24

Launched from the Chilman yards in 1925 as the "Tyee" for the Hubble Towing Co. (Abberdeen, Wn.) Originally powered with a 480 h.p. Atlas*Imperial Diesel.

During the winter of 1940 she was caught in a 90 mile gale off Tillamook Bar while under command of Hill Hubble. Two crew-men were lost when she was blown on the bar and Capt. Hubble and the rest got off in a 16' life-boat. C.G.C. "Onandaga" Capt. M.J.Jensen saved them all in a thrilling rescue.

She went ashore on the sands near the north jetty and was given up as a total loss. The Foss Co. however, went down, appraised the situation and managed to drag her up over the bar and into sheltered waters. Her engine had fallen out in the storm. Foss rebuilt her into the "Sandra Foss" and repowered her with a 750 h.p. Enterprise Diesel.

M.D. 1/28/50

SANDRA LEE

Forsyth's B.S.P.

1. No picts.

Wreck and fire story in Book 30 Pages 56-57-72-74

11/25/1947/3 Northern Mach Shop sues Earl Forsythe for
\$8650.27 repairs to his barge "Sandra Lee" which was
contracted in 1946 and which vessel was lost by fire in
early 1947.

SANDY

No. 220229

Small raised deck
gas-boat cruiser.

1. Port bow at old lower float, Juneau: (First album)

Built 1919 at Funter Bay, Alaska and owned by L.F.
Morris in 1928. Gross 8 Net 5; 20 h.p. in 1928
38.7' x 10.7' x 3' Tay had her for a while.

Book (32)

SAN FRANCISCO

Tuna seiner

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

SAN GABRIEL

Pacific Coast Steel Schooners (Steam)

Lyman

484 tons; built 1903 in United Engineering Works yard in Alameda, Calif. for Kerckhoff Cuzner Mill & Lumber Co. of L.A.

Had a compound engine of 400 h.p. furnished by the builders.

Carried 500-M ft. lumber

Bought in 1916 by the Gulf Mail S.S.Co. and foundered off Cape San Lucas, Lower Calif, Sept. 17, 1918 taking all of her crew of 20 down with her.

SAN JACINTO

Wooden Steam Schooners of the Pacific Coast

Lyman

614 tons, built 1908 at Hoquiam by the Matthews Shipbuilding Co. for the E.K. Wood Lmbr. Co. of S.F.

Carried 500-M ft. and had 425 h.p. compound eng.

In 1935 she was acquired by the Borderline Trans. Co. of Seattle and renamed BORDER KING, and has since been operated by them between B.C. and P. Sd. ports.

SAN JOSE

~~Old P.C. Steamer.~~

Wrecked off coast of Lower Calif. in about 1921.

Pict. showing wreck taken from an old newspaper. See pp 47
in Book No. 38

Emp. 8/9/1921/8 Pacific Mail S.^d.Co. str. "San Jose" is
aground on Ascension Island reef. Hit in fog shortly
after midnight last night. May be saved.

Emp. 8/10/1921/8 More info. still aground.

Emp. 10/12/1921/8 "San Jose" total wreck (Pict. in papers)

PHP (2)

SAN JOSE

Unit of United Fruit
New Reefer ship.

1. Port broad, still, city skyline. (Porthole)

Sister ship to the United Fruit Co's. "Limon" which made her maiden voyage to the Pacific N.W. and the Sound Nov. 16, 1947.

Both are powered with 12,000 h.p. steam plants and are among the fastest carriers of their type in the world. They all have 318,000' of refrigerated space and carry 12 passengers in deluxe accommodations.

United Fruit Co. operates about 50 vessels in the Central American-Caribbean belt to principle American ports. Can handle 75,000 stems of bananas and have been awaiting let up in freezing weather before coming to the Sound. The first vessel of the fleet due here will be (Seattle) the "Parismina" on Feb. 21, 1949

M.D. Feb. 12, '49

Sister ship to the United Fruit Co's. "Limon" which made her maiden voyage to the Pacific N.W. and the Sound Nov. 16, 1947.

Both are powered with 12,000 h.p. steam plants and are among the fastest carriers of their type in the world. They all have 318,000' of refrigerated space and carry 12 passengers in deluxe accommodations.

United Fruit Co. operates about 50 vessels in the Central American-Caribbean belt to principle American ports. Can handle 75,000 stems of bananas and have been awaiting let up in freezing weather before coming to the Sound. The first vessel of the fleet due here will be (Seattle) the "Parismina" on Feb. 21, 1949

M.D. Feb. 12, '49

SAN JUAN

Album (22).

Lg. st. sch. halibut.

(1) Stbd. broad, in Ketchikan Harbor.

Built 1904 at Seattle as a dory halibutter for the San Juan Fish Co. Later sold to Libby McNeill & Libby and used as a tender in the Bering Sea. Laid up at Seattle in 1935 and then burned for scrap at Richmond Beach in 1939.

284 gross; 128 net; 118' x 24.5' x 13.5'

D.A.Disp. 2/4/1913 The large halibut str. "SanJuan" arr. Juneau last night with 32,000 lbs. of halibut and a non-union crew. Capt. H. Odson in command.

D.A.Disp. 9/30/1915 pp.7; In command of Capt. Ulstad she picked up the drifting gas sch. "Nomad" in Dixon's Ent. and towed her to Ketchikan. The latter was 5 weeks out of Blaine, Wn. and a whole family on board including kids suffered many hardships and all were sick.

D.A.Disp. 9/6/1916 pp.2 First reports said the "San Juan" and "San Jose" were both wrecked in Puffin Bay, but crews were believed saved. However, on the 9/8/1916/p2 Only the "San Jose" was wrecked and the larger boat was standing by.

SAN JUAN

Old Coastal str.

Steamship of some sort that was rammed and sunk in a heavy fog south of the Golden Gate. About 50 persons were lost. The tanker, "S.C.T.Dodd" stayed afloat.

Incident occurred about the 10th of Sept. 1929

Good pict. and some info. (Book 44; pp. 25)

SAN JUAN

Old coastal steamer

8/30/1929. The old Coastwise pass. str. "San Juan", Capt. Adolph Asenlund, collided in fog off Pigeon Pt. on the Calif. coast, with the large Standard Oil Co. tanker "S.C.T. Todd". The "San Juan" sank and 74 persons are missing including the Capt. Believed she had 65 pass. as well as her 45 crewmen.

8/31/1929 Death list on "San Juan" may be even greater. Records lost with the ship. Carried 116 pass. and crew instead of 110 as previously reported. Capt. H.O. Bleumchen of the tanker says the "San Juan" at fault. She was said to be the oldest pass. vessel on the coast. 42 survivors reach ports. Built in 1882.

PICT. Info. BOOK 44; pp 25

Book (29)

SAN JUAN

San Juan Pkg. tender

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

SAN LUCIANO

Ex "Argyle"

See file card on "ARGYLE"

SAN MATEO

Wash. State Ferry

1.

M.D. 6/12/1954 Causing extensive damage to the pier and "some damage" to the vessel, the ferry "San Mateo" crashed into the Fau tleroy dock last Tues. at 17:20. No one was injured, although the 20 pass. on board were shaken up.

Officials of the W.S.Ferry System said the engines of the ferry failed as she was making a landing. Capt. Jack Wyatt, skipper of the craft said he was unable to reverse the engines. Ferries which operated from Fauntleroy were shifted to the Colman Dock while repairs were made.

SAN PEDRO

Old U.S. collier.

1. No picts.

Very little know about her. She wrecked on
Brotchio Ledge outside of Victoria, B.C. Nov. 23, 1891.
while outbound from Comox. Many attempts were made to
raise her----the last in 1894, but all failed. She was
finally scrapped where she lay.

XXX

Album 16.

SAN PEDRO

Old coastal steamer

1.

Port, broad, port list, decks awash. 4 rowboats in foreground.

XXX

Album ●●. 17.

SAN PEDRO

Wooden Steam Schooner.

- ①. Stbd. broad, foundering at sea; crew taking to life-boats at her bow. Towing hawser visible. Built in Aberdeen, Wn. 1899. Rammed and sunk the S.S. "Columbia" which lost 85 people. The "San Pedro" was towed in to Eureka July, 22, 1907.

Rammed and sunk the coastal passenger str. "Columbia" in dense fog about 70 miles out of Eureka, Calif. She was laden with lumber. The "Columbia" sank in two minutes with the loss of 100 lives; 90 were saved and transferred to the steamer "Roanoke" The "San Pedro" stayed afloat and was towed into Eureka by the "Geo. W. Elder" Capt. Doran of the Columbia" went down with his ship. Occurred Monday, July, 22, 1907.

She departed from Nome 7/27/1900 for Seattle with over 200 pass. Fares went as low as \$25.00. She was charged by rival S.S. company's with 'overcrowding' and was investigated by U.S. Customs Collector Wright. He cleared her and she went on south.

SAN PEDRO

Pacific Coast Wooden Steam Schooners

Lyman

674 tons; Built 1899 by J. Lindstrom, Aberdeen, Wn.
for J.R.Hanify, S.F.

475-M lumber capacity and 400 h.p. compound steam
engine made by the Fulton Works.

In July 1907 she passed to the Metropolitan Redwood
Lmbr. Co. and on July 22, '07 she was incollision with
the steamer "Columbia" which sank with the loss of 85
lives, but the steam schooner was brought safely to port

In 1916 she was transferred to the SanPedro S.S.Co.
of S.F. and dropped from the registry in 1920.

Was sold in 1920 to Philippine owners and still
afloat there in 1937

SAN RAMON

Pacific Coast Wooden Steam Schooners.

Lynan.

See information under "Katherine Donovan"

Book 32

SAN SIMEON

New type shrimper.

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

64' (O.A.) x 18' beam x 6½' draft.

Powered with 2 cycle, 6 cyl. G.M. diesel rated at 165 h.p. Has 4.4 to 1. reduction gear which at 1900 rpm. drives the 3-bladed prop. 432 rpms. (Prop. 44" x 38") Speed 10 knots light but with fuel load of 2000 gals. and 600 gals. water.

Built by the Brunswick Marine Construction Co. of Brunswick, Georgia. This one was first of new design and was purchased by the Offshore Fisheries, Inc. Her designer was Egbert Moxham, Jr. She is steel welded.

(from Motorship. Aug. 1946)

SANSOM

PHP. 1.

3-masted yacht.

1. Stbd. broad, still in stream. (Porthole)

Album

①

SANTA ANA
(Passenger)

Grace Line

Later A.S.S.Co. "Mount McKinley"

①

Stbd., bow still in stream, close.

F.

SANTA ANA

116944

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

1059 tons; built 1900 by H.R.Reed & Son at Marshfield, Ore. for A.W.Beadle, of S.F.

Had 650 h.p. triple expansion engine by United engineering Wks.

In 1901 she was sold to the Charles Nelson Co. and in 1904 to the Alaska-Pacific Nav. Co. of Seattle.

Later transferred to the Northwestern S.S.Co. and then to the Alaska S.S.Co. who sold her in 1923 to the Santa Ana S.S.Co. of Seattle.

In the early 30's she was sold to owners in Tampa, Fla. and burned for scrap in Dec. 1940 or Jan. 1941.

10/4/1906 when owned by the N.W.S.S.Co. she sprung a leak about 50 miles off Cape Flattery (Oct. 3rd.) Her Capt. had to beach her on Cape Beale. All pass. were put ashore safely. "Alice Gertrude" of A.S.S.Co. went out to pick up the pass and bring them to Seattle. She was leaking badly when she left Seattle and it is believed she would become a total loss. Bound Seattle to Dutch Hbr. Capt. Moore. (OVER)

10/4/1906 Pass. assisted crew in pumping and bailing to keep her afloat until she could be beached. Women, kids and 10 men pass. all put safely ashore. She is a new boat, being built in 1900. 814 net; 182' x 36' She was pulled off Oct. 7th and towed to Seattle for repairs.

D.A.Disp. 9/7/1910 S.S. "Santa Ana" Capt. Peter Obert, due; Capt. Obert succeeds Capt. John (Jock) Livingston who is now in command of the A.S.S.Co. new frt. str. "Latouche"

D.A.Disp. 9/9/1910 says 'On Sun. night 9/4/'10 the ".S.A." hit an iceberg off Douglas Id. while bound from Juneau to Skagway (near Pt. Hilda) Leaking badly but pumps held their own so she ran slow on to Skagway, discharged cargo and beached for repairs (temporary) to damaged bow.

D.A.Disp. 7/10/1913 "Santa Ana" unit of A.S.S.Co. bound from Seattle to S.E. Alaska, ~~not~~ loaded with cannery supplies, hit a rock near Bellingham, Wash. on Tues. morning, July, 8th and put a hole in her port bow. Refloated and with collision mat in place, made run back to Seattle where she was unloaded and drydocked.

D.A.Disp. 2/12/1914---she was nearly sunk today while loading frt. at a Seattle dock with her ash chute open!

SANTA ANA

Alaska str. '29

4/24/1929/6 The S.S. "Santa Ana" of the Siberian Fish &
Cold Storage Co. left Seattle for Unga, Dutch Hbr.
and Siberia to mild cure salmon.

Album 2.

Album 22

Wood St. Sch. G.R.

1. Stbd. qtr. still in stream; Alaska 1906. G.
2. Port broad, in Ketchikan Harbor.
3. Port broad, " " " " (different paint job.)
4. At Chichagoff Mine (Album 28)
5. At Chichagoff Mine (PCA--7)

D.A. Disp. 1/29/1912 She grounded at Karta Bay at noon on Sat. the 27th with a heavy ore cargo. Capt. H.H. Bullene she had bounced off a rock at 03:00 and was making water so bad she had to be beached. Her pass. were taken to Ketchikan on a small boat. She was temporarily repaired and relocated the next day and proceeded on South.

Add to the 1910 episode in Queen Charlotte Sd. that the fish boat was the "Fisher Maid" and it was nearly out of gas before the "Pr. Royal" took over.

Early days of A.S.S.Co.

See Red Scrap Book No. 36. Page 2.

Built 1900 at Marshfield, Ore. 1203 gross; 730 net tons.
182.4' x 36.2' x 12.4' Wooden hull 600 h.p. 26 crew
Jan. 29, 1912 while unit of A.S.S.Co. she ran aground in
Karta Bay near Kassan. "Northwestern" to her aid. She
floated off on 30th, damaged to extent of about \$5000.
Had cargo of ore south from Cordova. "Jefferson" also
headed to assist her. She made Seattle under her own
power.

May have been the str. ashore on Cape Beale 10/11/1906

May, 27, 1910 she broke tail-shaft crossing Queen Charlott
Sd. in S.E. storm. Small gas-boat held on to her until
picked up by CPR. "Princess Royal" which towed her to Hardy
Bay where she was later towed south by a U.S. tug.
Label suit against "Santa Ana" dismissed by Northwestern
Commercial Co., owners of the S.S. "Centennial" which
towed the "S.A." to Seattle from Nome earlier this year.
NOME NEWS 8/3/1901
FAIRBANKS WEEKLY TIMES 10/13/1906 says a str. of this name
'wrecked on Cape Beale several days ago, and all hope of
saving her has been abandoned"

MORE HISTORY BOOK 35; Pages 11-26

(3)

SANTA ANA

Old A.S.S.Co. str.
Wooden steam sch.

D.A.Disp. 1/30/1917 pp.4; Str. "Santa Ana" of A.S.S.Co. rammed the Juneau City Dock to day in a heavy "Taku" wind storm. Inflicted some damage to stringers and pilin etc., but was not damaged herself.

D.A.Disp. 3/24/1917 pp.6; Ran ashore near Ketchikan on Mar. 21st has been refloated and is at Ketchikan today. Capt. Warner. Was bound to Juneau with coal for Femmer and Ritter.

Emp. 4/6/1923/6 S.S."Santa Ana" owned by A.S.S.Co. and idle for 3 years in Lake Union, has been sold to Capt. Wallace Langley and will soon go on the Kuskokwim River run.

SANTA BARBARA

Pass str. operating
to Alaska in 1907

1. No picts.

D.A. Disp. 7/22/1907 says she was chartered by the Alaska
Coast Co. for the Alaska trade.

On Sept. 9, 1907 she hit a rock in the Straits of Georgia while enroute from Seattle to Valdez with 30 pass. and a load of frt. on board. She began making water in her bilges. The "Dolphin" went to her rescue and removed her passengers. The S.S. "Victoria" was enroute with divers and salvage equipment. The accident occurred on Sept. 8th. She was towed to Vancouver, B.C. and repaired.

On June 20, 1907 she was adrift off the California Coast with a broken tail-shaft. Tugs went to her rescue and towed her in safely to S.F.

9/9/1907 she hit a rock in Georgia Strait (yesterday) and holed herself. Her 30 pass. were panicky but there was no loss of life. Later made port O.K. for repairs. Bound Seattle to Valdez.

6/20/1907 the "City of Puebla" was reported on the rocks sent out returned with the "Santa Barbara" in tow. She had broken a tail-shaft and was drifting towards Pt. Reyes when rescued.

SANTA BARBARA

Pacific Coast Wooden Steam Schooners

Lyman

695 tons; built 1900 at S.F. by W.F. Stone and engineered by the Fulton Iron Wks. with a 550 h.p. triple-expansion engine. She carried 550-M ft. of lumber.

Also fitted to carry a few passengers.

Laid up at Alameda in April 1931, on arrival from Los Angeles and was still there in 1941.

9/9/1907/3 SS "Santa Barbara" enroute Seward to Seattle is aground in Active Pass and badly damaged.

SANTA CLARA

No. 115437

Sailing ship

A.P.A. 1901

1. No picts.

Built 1876 at Bath, Me. 1535 gross; 1453 net;
209.5' x 40' x 25.5'

Emp. 10/21/1921/6 A.P.A. sch "Santa Clara" missing. C.G.
conducting search. Overdue at S.F. Tro Bering Sea.
Emp. 10/21/1921/6 Arrived safely at S.F.

XXX

SANTA CLARA

Album 19.

Album 2

Old Coastal Steamer

"John S. Kimball"

"James Dollar"

1. Stbd. broad, listing up beach in pounding seas.
Near Coos Bay 1915.

2. Stbd. broad, at Valdez dock, winter

D.A.Disp. 11/3/1915 Wrecked on Coos Bay jetty in severe storm late yesterday. 48 pass. and a crew of 24---so far, 15 are known to be dead.... Built at Everett, Wn. 1900 and rated at 900 h.p. steam.

Early days of A.S.S.Co.

See red scrap book No 36. Page 2.

D.A.Disp. 2/26/108 Left Seattle Sun, for Valdez. Sprung bad leak in Juan de Fuca and went back. Cargo ruined and pass. transferred to another str.

Built 1900 at Everett, Wn. as the "John S. Kimball" and used on the Seattle-Nome run. Built by White Ship-building Co. In 1902 she passed to the Dollar S.S.Co. and was renamed the "James Dollar" In 1903 she became a unit of the old Northwestern S.S.Co. and was again renamed--- this time to "Santa Clara". She served for several years under this ownership on the Seattle-Seward run. Some time later she passed to owners in S.F., Calif. and was used on S.F.-Portland and Coast Ports route. She was lost in 1915 while entering Coos Bay.

1588 gross; 1208 net; 223' x 38' x 24.1'

In storm at Kodiak when bark "Merom" was wrecked. See "Merom" (Oct. 6, 1900)
Nov. 9, 1905 she ran aground during heavy fog while enroute from Seattle to Tacoma.
Apr. 14, 1910 paper says she was wrecked Apr. 13th near Eureka, Calif. Her 61 pass. and 25 crew unable to get off until removed by tugs on 14th due to heavy storm--- all hands saved.
7/31/1907 she shipped a sea off Cape Flattery and her pass. panicked---number of women and kids were injured. (Skagway)

SANTA CRISTINA

Wooden Freighters of World War I.

Lyman

2119 tons; built June, 14, 1917 by Andrew Peterson at Aberdeen Shipbuilding Co. yard at Aberdeen, Wn. for the Grace Line of N.Y.

224.5' x 42.6' x 25.9'

Was a two-decked vessel planned by Grace Line for carrying lumber to the West Coast of S.America

Had two 320-h.p. Swedish made Bolinder hot-bulb oil engines driving twin screws and carried 2000-M ft. of lumber.

She burned 25 miles off Key West, Fla. 7/8/1919

SANTA CRISTOBAL

Deserted schooner

Story in 'In Peril of the Sea' Envelope No. 16.

There was a unit of P.C.S.S.Co. operating to S.E.Alaska
8/8/1906, with this name.

5/25/'89 ALASKAN (Sitka) says str. "Santa Cruz" of P.C.S.S
Co. left S.F. for Douglas Id. with supplies for the Bears
Nest Mine.

SANTA CRUZ

Album 21.

Wrecking steamer

1. Part of her showing in picture of grounding and salvage of "Yucatan"

Info. Book 36: Page 20

D.A.Disp. 2/28/1910 says the "S.C--" was in Juneau, en-
route to the "Yucatan" wreck. The Dispatch for 3/9/1910
says she was recalled and would wait until April and better
weather before continuing salvage operations.

SANTA ELENA

Grace Liner

1. No picts.

Info. Book 36; Page 56

SANTA FE

Grace Lines S.S.

1. Pict. and info.

Album 43.

SANTA FLAVIA

Album ②

Wood St. sch.

①

Stbd. broad, slow, in Alaska waters.

VG

2113 tons; built in 1918 by Andrew Peterson of the Aberdeen Shipbuilding Co., Aberdeen, Wn. for the Grace Lines of N.Y. as a sister to their "Santa Cristina" but one ft. longer.

Sold by Grace Lines in 1921 to the Internatn'l Pkg. Co. of Seattle, who operated her for several years in the Alaska fishing business. She later passed to the hands of the Alaska Fishermen of Alaska, and was later scrapped about 1935.

225.5' x 42.6' x 25.9' and had twin screws driven by two 320 h.p. Bolinder hot bulb oil engines of Swedish make.

M.D. 4/18/1936 Fire cost one man his life and did an estimated \$30,000. worth of damage to the M.S. "Santa Flavia" today in Lake Union.

She was undergoing an overhaul before sailing for Alaska. Firemen believe sparks from an acetylene torch ignited oil in ship's bilge. Extinguished after 2½ hour fight by firemen. Herbert Watt, 25, was trapped on top of an oil tank in the ship's hold and burned to death.

PHP (3)

SANTA FLAVIA

~~C-3~~ Cargo carrier

1. Stbd. bow at dock. (Book 3~~8~~, page 25)
- (2) Stbd. bow at dock; tug "Tyee" assisting. (Porthole)

Trouble on Gray's Hbr. bar. Book 40; pp. 70

SANTA MALTA

PHP. 1.

Old steel st. schooner

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

Book 29

SANTA MARIA

Columbus' ship

1. Stbd. bow, copy. (Magazine cut)

XXX

Album 16.

SANTA MARIA

Union Oil tanker.

1. Stbd. broad, nearly level, bow on low rock. Small tug aft. on stbd. qtr. a/s.

Hit a Reef Near Victoria, B.C. (Pict in 1939 Pacific
Motor Boat)

SANTA MARIA

New (1952) U.O.tanker.

1.

For info. See Book 37; page 75

SANTA MARIA

Luxury Yacht

1. No pict.

Resting many fathoms beneath the surface of the sea after she capsized and sank 600 miles N.E. of Guam on Nov. 25, 1948. The 171' vessel took 3 of her crew with her. She was having trouble in High seas and winds of 30 miles an hour, when, without notice, she went over and plunged to the bottom. 14 survivors were rescued by the Navy transport "President Jackson, operating in the vicinity.

She was loaded with a cargo of liquor picked up at Long Beach for export to Yokohama when she sank. Recently she was purchased from American sources by the Santa Maria S.S.Co. of Manila and was registered under the P.I. flag. (Marine Digest Dec. 4, 1948)

SANTA MONICA

~~Pacific Coast Wooden Steam Schooners~~

Lyman

497 tons; built 1902 at S.F. by W.F. Stone for J.R.
Hanify of S.F.

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

Carried 550-M ft. lumber

Was bought in 1937 by Hobbs, Wall & Co. and was
laid up at S.F. in Oct. 1938

1. Port bow, in cradle, Eagle River Landing. (Mag. cut)
2. At old J. City Float with other launches; (PCA-10)

Built 1901

Burned Nov. 19, 1940 about 2 miles below Warms Springs
Bay, Alaska.

8/23/1901 Capt. W.E. Parrott reported he lost a woman pass.
overboard in Dundas Bay while returning to the cannery
there from Excursion Inlet. Owned by the Western Fisheries
(N.W. Fisheries ???) Classed as a steamer by papers.

SANTA RITA

Old Pac. Coast str.
W.R.Grace & Co. 1920

1.

Empire (see card on barge "Pirrie")

Built 1913 at S.F., Calif. 1600 gross; 915 net; 1250 h.p.
steam. 234.5' x 42.7' x 14.5'

XXX

Album 19.

SANTA ROSA

No. 115979

Old Coastal Steamer.

1. Stbd. bow, blurred picture showing her pounding in heavy surf near high bluff. Wrecked on Pt. Arguello, Calif. 1911.

Built 1884 at. Chester, Pa. 2416 gross; 1335 net;
326.5' x 40.9' x 20.7' Crew of 82 2600 h.p. P.C.S.S.Co.
She stranded on Pt. Arguella, Calif. July, 7, 1911 with
282 people on board. Only 4 were lost, lifeboat capsized.
Hit at 02:00 in the morning. Was on the run between S.F.
and Los Angeles. Cost half a million new. Commanded by
Capt. J.O.Faria who was making his first trip --having re-
lieved Capt. E. Alexander. Capt. Faria assumed full blame.

7/21/1907 she was at Skagway with an excursion party.
A.D.DISPATCH: 9/11/1907 as unit of P.C.S.S.Co. she ran
aground at Portuguese Bend, a dangerous reef near San
Pedro, Calif. She hit early in the morning in fog and
was pulled off safely later by tugs.

D.A.Disp. 7/12/1911 Capt. J.O.Faria took all blame for her
loss. Had 173 first class pass; and 27 second class.
First Mate and the Pilot (Thomas) were exonerated. The
st. schs. "Centralia" Capt. Chas. Ericson and the "Helen
P. Drew" Capt. Gust Tomlinson stood by with hawsers fast
but the iron str. "Santa Rosa" broke in two

(1161 '8 Tmp. Disp. A.D.) FULL STORY OF WRECK

SANTA ROSA

PHP. 2.

Lg. Ocean Liner.

1. Port bow, still, in stream. (Porthole)
2. VG colored pict. (ME/Log Oct. '56 pp 37)

Pict. as in 1933.

Book 42; pp. 12 and 16.

SANTA ROSA

1958 Grace liner

1. VG. picts. and full accounts of building, dimensions,
etc. MARINE ENGINEERING Sept. 1958 pp 70.

SANTIAM

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

946 tons, built, 1916 by Bendixson yards, Rairhaven,
for Hammond Lmbr. Co.

Carried 1200-M ft.

650 triple ex. steam.

Sold about 1927 to Sudden & Christenson, and lost by
fire at Aberdeen, Oct. 14, 1936.

P.C.A. ⑤

SANTRINA

P.C.A. ②

J.S. Corp. tug.

P.C.A. ③

ex TP 123

- ① Stbd. broad, at sawmill dock, Juneau.
- ② Stbd. broad, reflection off Juneau Island.
- ③ Set of three in D.D. at Juneau.
- ④ Port bow at J.L.M. dock with "Aquitania" & "L'man"
- ⑤ Two views on N.C.Co. ways. 1948

Built at Newport Beach, Calif 1944 as the TP 123
170 gross; 110 net; 450 F.M. diesel Documented Nov 15,
1946 and owned by the Juneau Lumber Mills Co. Inc. until
they became the Juneau Spruce Corp. in 1947. The vessel
passed to the new Corp.

After the Juneau Spruce Corp. mill burned down the
"Santrina" cleaned up the logging camps and towed several
cribs to B.C. In the late fall of 1951 Capt. Ed. Bach
delivered her to Coos Bay. (Mate Curtis Bach, son)

In Mar. 1951 she was sold to Pacific Coyle Nav. Co.
Ltd. of Van. B.C. and added to their fleet. (The "Adak"
had previously been sold to them by Col. Lumber Co.)

M.D. Mar. 17, 1951

Unit of Pac. Salvage & Towing Co. Ltd. of Van. B.C.
Renamed "Pacific Master" (N.B. 21; pp 76.)
7/2/1946/8 961 TP-123 arrived in Juneau from Seward. Bought
surplus by J.L.M.Co. in Anch by Archie VanWinkle. Came
to Juneau with Capt. Chas. West and Harvey Kyllonen and
Herb Wolf (Art) in engine room.

PHP ②

SANWAN

Capt. Robt. Moran's
Schooner yacht.

①. Stbd. broad. (Porthole)

Built by Famous shipbuilder Robert Moran at his estate at Rosario on Orcas Island in 1917. In recent years she all but disappeared from the memory of P.Sd men, until a few years ago it was learned that she had gone aground on the Southern Calif. coast to become a total loss.

M.D. 10/14/50

MORE INFO. BOOK 36; Page 50

Empire: 7/14/1920/8 The yacht "Sanwan" owned by Robert Moran, with Capt. Harry Crosby in command and Mr. J.H. Ladeu and party, arrived at Juneau today on a cruise.

3/28/1941/6 3-masted scho. "Sanwan" formerly used as a fishing barge in Alaska waters, sank at her moorings in Los Angeles (San Pedro) dry rot given as cause.

SARAH

Yukon River Steamer
1898

1. No picts.
2. Fair Pict. STEAMBOAT BILL Summer '59 pp 46.

Nov. 2, 1898 paper says this 720 ton str. was the largest steamer on the Yukon.

She hit a rock Oct. 2, 1903 about 70 miles below Eagle on the Yukon and sank. There was no loss of life but about 400 tons of frt. was lost.

(MRS SARAH SLOSS) Built 1898 at Unalaska. 1130 gross. Was a sister to the "Susie" and the "Hannah"

9/29/'98 she piled up on a bar at Two Pipe Slough, 35 miles Above Fort Yukon. The "Hannah" and the "Herman" came by and both gave her a pull. Unsuccessful until about 700 bbls. oil was poured into the River. Then her load of cattle and frt. was moved to the barge. She came free. Capt. Lobbney in command.

Old Col. River tug.
Wet-ass pass. str.

1. Stbd. broad, slow: near bridge. (Lewis & Dryden)
2. Stbd. broad, still at pier after being raised in '51
(Also story on raising) Book 33; p. 17.
3. Pict. and some info. Album 48; pp. 4.

the "Dixon" also burned. She was rebuilt the same year. Made her last trip in 1935 and after decommissioning was used as a machine shop by Shaver, until 1946. Since, she has just laid at the dock. The Battleship Ore. post No. 1478 V.F.W. is trying to get her and wants to spend about \$15,000. on her to make her a meeting place and club. They want to moor her near the B.O. Memorial near West end of the Hawthorne Bridge. She was named for the wife of the founder of the Shaver Co. Mr. W.W. Shaver. M.D. Oct. 28 1950/ In M.D. Sept. 1, 1951 is a story and pict. of her after she was raised and again floating.

Built in 1893 and was one of the finest and fastest passenger-freight boats on the Columbia River. She plied to Astoria, Clatskanie and at times to The Dalles. Was wrecked several times and rebuilt in 1912. In her later years she was used mostly for log towing.

Since 1931 she has served as a machine shop for Shaver Transportation Co. but is now being replaced by a converted navy LSM.

M.D. Apr. 2, 1949

Was first boat to enter The Dalles after completion of the locks in 1896. In river boat races her chief rival was the "T.J.Potter" which she regularly beat until 1906 when the "Potter" rammed and sunk the old "Dixon" near Deer Island. In 1912 when her boilers were overheated and dry someone poured cold water into them. She exploded killing the capt. mate and fireman. She was rebuilt in 1913 and ran peacefully until 1918 when during a high water she went aground in Lake river. She wound up 300' from the main channel with her nose stuck through a barn. Refloated again her life was quite calm until 1918 when tied up at S Portland, a barge tied next to her caught fire and

SARAH M. RENTON

Album 12.

Steam.

Small, old, P. Sd.
mail and pass. boat.

1. Port, broad, speed, near wooded point.

VG

SARAH STONE

Historic P. Sd. sloop.
1853.

1. Meagre info. only Book 41; pp 46

SARANAC

Old U.S. Warship

1. No pict.

Became a total loss on Ripple Rock, B.C. in 1875

Album 15.

Old gold rush Pass Str.

- ①. Stbd. broad, at dock, winter time, Alaska. VG

D.A. Disp. 1/11/1907 says she arrived at Seattle last mte
 from Valdez, in 3 days 13 hours, with a 15' hole in her
 bow, suffered in collision with the S.S. "Jennie" at
 Valdez on Jan. 6th. In wind and snow.

Early days of A.S.S.Co.

See Red Scrap Book No. 36 Page 3.

Wrecked at Ellamar, Alaska sometime prior to 1910 see
EMPIRE Apr. 18, 1910

Built 1878 at Chester, Pa. Crew of 62; 2000 h.p.
2820 gross; 1973 net; 298' x 38.6' x 23.5' Wrecked Mar.
20, 1908 at Ellamar in Prince Wm. Sd. Alaska There was
118 people on board and none lost.

Check McBride's list---wrecked on Bushby Id. 1908 (
(Could be Bushy Id. ????)

See reliable info. Book 37; page 72

Oct. 19, 1906 she sailed from Seattle for Valdez, etc.
D.A.Disp. 1/13/1908 says she was ashore in mud at Cordova.
Resting easily with load of frt. and pass. from Valdez.
May be refloated on the next tide.

D.A.Disp. 3/21/1908 says she hit reef on west side of
Bushy Island in Prince Wm. Sd. during a snowstorm last
night and may become a total loss/ No lives lost; all pass
put ashore in life-boats then taken to Valdez by small
boats. Capt. Mickleton, the noted explorer was a pass. on
her. 5/8/1908 says Canadian salvage str. "Salvor" has
U.S.Govt. permission to conduct salvage operations on her

SARDONYX

Old steam sch. frtr.
From Lewis & Dryden.

1. Stbd. broad, long line ashore. (620 neg.)

Book (30)

SARSI

Lg. Navy tug.

(1) Stbd. near broad at scene of "Donbass" bow. (Mag. cut)

SATSU MARU

(*Satsuma Maru*)

Old Jap. str. Killis-
noo before 1900

1. Article 'Jap Incident' by Bess Win in ALASKA LIFE for Oct. 1943
2. HAVE VERY GOOD PICTS. OF HER IN GLASS NEGS.
3. D.A.Disp. 2/11/1908 says the Jap sch. "Satsu Maru" which had been at Killisnoo loading guanō this summer wrecked on Pt. Manby, near Yakutat, in a storm on the night of Nov. 5, 1907. Capt. Fujii, arrived in Juneau on the "Jeannie" to secure help of a wrecking vessel. He reported that he and 5 of his crew had started to row for help and were many days making Yakutat. They left 11 others camped on the beach near the wreck.
SEE VERY GOOD 8 x 10 pict. under sail-- Book 48 pp. 11.)

D.A.Disp. 3/6/1908 says the Rev. cutter "Thetis" arrived at Sitka with 11 survivors of the wrecked "Satsu Maru" 8 others drowned or perished after reaching shore near the wreck which is near the face of a glacier.

D.A.Disp. 8/23/1907 says 'Jap sch. attempts to land at Killisnoo. Supt. Carl Sphun prohibits attempt. She may be charting Alaskan waters! (May have been "Satsu Maru"

1. See 4 V.G. picts. of her (Soboleff's negs.) in Killisnoo 1907; See pp. 53 and 63 in Book 38;

Book (34)

SAVANNAH

Old side-wheel Atlantic
steamer. Sail.

(1) Colored mag. cut. Port broad at sea; sails.

Good history and story in Mar. 1952 SHIPS & SAILING
Pages 52 and 53.

GOOD HISTORY IN BOOK 35 Pages 55-56

More good history in Album 48; pp. 12.

SAVANNAH

Album ②.

Lg. Pass. str.

- ①. Port. broad. a/s old Admiral boat in Lake Union. G.
2. More on card on "Saxonia" (German ship of 1917)
3. Sold to N.T.Co. 1934 Book 44; pp 9.

On Apr. 6, 1917 when Congress declared War on Germany The "Saxonia" and the German ship "Steinbeck" were riding peacefully at anchor in Eagle Hbr. Wash. and were taken over as war prizes by the U.S. On board the "Saxonia" were Capt. Franz Helfer and Capt. Johannes Wohlers and 11 seamen left from the original crews of the two ships. Seized by Capt. Joseph Reardon with 15 marines on two tugs. Found that her engines had been wrecked---castings had been destroyed and cylinders drilled. Fires had been kept under dry boilers and much copper piping was missing. (All of main rigging aboard the "Steinbeck" had been cut) She was converted into a sub-tender by U.S. and renamed "Savannah" Served as mother ship of 5th Div. on Atlantic And finally discarded as obsolete: sent to the P. Sd. Navy Yd. and dismantled. Hull sold to Neider & Marcus Inc. who planned to scrap her. They instead, sold her to the old Northland Trans. Co. who later sold her to Dulien Steel Products, Inc. of Seattle. Dulien sold her to Arnold Bernstein of N.Y. former owner of Red Star and Arn. Bernstein Line. Converted to a ~~frtr.~~ (frtr.)

M.D. 10/7/50

SAVANNAH

Nuclear powered ship

1. VG picts and info. MARINE ENGINEERING & LOG Aug. 1959
page-75

SAXONIA

Lg. German steamship.

1. Pict. only as the "Savannah"

See card on "Savannah"

MORE INFO. BOOK 36; Pages 34--56

Purchased by Northland Trans. Co. in 1934 Album 44 pp. 9

SAXONIA

Large Liner.

1. Pict. and info. (Docked by tugs.)

Album 43.

SAYAK

Yukon River steamer

1. No picts.

90 ton str. built at Kagiong in 1900

S. B. MATTHEWS

Yukon River steamer

1. No picts.

Built at S.F. in 1895; 200 tons; Ended her days on the
Koyukuk River.

SCANDIA

Album 19.

Halibut Schooner.

P.C.A. 4.

1. Stbd. bow, showing heavy coating of ice: Laying at old Juneau Cold Storage Co. dock, Juneau. 2/16/27
2. Post card of above pict. Same

6/8/1923 Two men drown when dory upsets at sea.

Hit a reef about 14 miles from Kodiak and sunk. Her complement of 6 scientists and 9 crew were all saved. They were studying life and habits of halibut for the U.S. and Canadian Governments. Accident occurred Feb. 24, '27

EMPIRE: 3/23/1920 The halibut boat "Sunset", Capt. O. Hoffstead (Hofstad) arrived at Cordova with the 16 men from the halibut sch. "Scandia" which wrecked on Hinchinbrook Id. last week. She was built in 1914 and may be a total loss.

Emp. 2/24/1927 Halibut sch. "Scandia" Capt. Ole Hvatum, ran on rocks 14 miles from Kodiak and sank. He is a 100' schooner and on board with Hvatum are 6 scientists of Biological Survey studying halibut fisheries. There were 15 men on board and only 11 could leave in the dory the other 4 including Capt. Hvatum had to stay with the sinking ship. A radio message to Kodiak saved them as small craft came out just in time and took them off as the vessel went down stern first.

SCANDINAVIAN

Old Gold rush str.

"Cleveland"

1. No picts.

See card on "Cleveland"

SCANDINAVIC

~~Pacific Coast Steel Steam Schooners.~~

Lyman.

4673 tons; built in 1917 by Standard S.B. Corp. of Shooter's Island, N.Y. a 7300 ton deadweight frigate for Swedish interests;

Built for the Transatlantic Co. of Gothenburg, Sweden but requisitioned by the U.S. Shipping Board upon completion and renamed "Jupiter"

377' x 52' x 26.8' 2800 triple exp. made by builders Shipping Board later renamed her the "Democracy" and in 1929 she passed to the Chas. Nelson Co. of S.F.

In 1937 she became the "Point Arena" of Swayne & Hoyt who sold her in Jan. 1940 to Greek interests who shortened her name to "Arena"

SCANDRETT

Album 4.

U.S.A.T.Laker.
Ex. "North Star"

1. Stbd. slow in stream broad as U.S.A.Tl

VG

"H.A.Scandrett" a U.S.A.T. laker used in the
Alaska trade during the War II. was recently sold to
Finland (Steamboat Bill June, 1948)

SCANSONIA

PHP. 1.

Gig Hbr. car ferry.

1. Quarter view looking down, close. (Porthole)

SCARLET QUEEN

Navy ATR tug.

VG Half-bredth plan BOOK 31; pp 85

Book 32

SCARLET QUEEN

Tuna clipper

1. Port bread, magazine cut. good.

Largest tuna clipper ever in the business and is a transition from a surplus auxiliary war tug.

She was originally an ATR---F eet rescue tug-- designed to bring disabled war vessels back for repairs. She was steam driven but now is powered by a Fairbanks Morse opposed piston diesel engine delivering 1800 h.p. at 800 r.p.m. She has a Western Gear Works planetary reduction gear installed in the shaft alley rated at 3 to 1. In trial runs she made 12 knots fully loaded.

She is 165' long and was converted by Tacoma Boat Building Co. in June, 1948. She is a wooden hull built to handle battleships.

Commanded by Capt. Tony Dutra and Walt Burruss is chief eng. They with T. B. Co. are the principle owners. Managing partner is Arne Strom of the Tacoma B. B. Co.

SCHUYLER OTIS BLAND

C-3 Frt.
Am. Mail Line

1. VG porthole pict. (PHP--4)
2. PICT. BOOK 33; pp 23

S.P.I. 7/21/56-- Has been chartered by Am. Mail Line to replace the "Washington Mail" which sunk last winter.

The Seattle firm bid \$20,900. per month to the Federal Maritime Board for the 8918 gross ton ship and she is expected to join their fleet in early Sept. 1956. Built in 1951, she is now in the Maritime Administration Reserve fleet at Olympia.

Her addition again will give A.M. Lines nine ships for its service between Pac. N.W. and Far East.

See VG info. under SHIP TYPES in Lg. G.S. File.

SCHWATKA

Yukon River steamer

1. No picts.

Built at Port Blakely in 1898; 484 tons; Named for
Lieut. Frederick Schwatka---U.S.Army, who made a famous
trip down the Yukon in 1883. Her hull was at Dawson in
1944.

Classed as a 'crack str.' on the Yukon in 1906 (9/29) she
arrived at Fairbanks this date with pass. and 700 tons of
frt. Capt. Baily commanding. Was to make a late Dawson
trip.

Album 25

SCOTER

Book 29

Bureau of Fisheries

PCA 6

1. Stbd. broad, speed/ (Magazine cut)
2. Stbd. broad; distance; wreck scene.
3. Same as above. Wreck scene.

SCOTIA

Yukon River craft.

1. No picts.

Built at Chicago, K.D. and shipped to Seattle. John Irving saw her on the dock and convinced her owners that she was unsuitable for the Yukon so she was taken to Lake Atlin.

Owned by the White Pass & Yukon Co. 6/1/1901

4/18/1901 to be run by Capt James Roberts or Capt. Lawrence

SCOTIA

No. 116230
Old wooden frt.
str. in Skagway '08

1. No picts.

She was in Skagway on Feb. 17, 1898 with a load of frt.
Built 1888 at S.F. Calif. 181 gross; 132 net; 40-160 h.p.
122' x 30.6' x 9.5'

SCOTIA

Album 4.

US. A. T.
Steel Steam Sch.

1. Port broad at Seattle Pier as Pre-War transport. G

Former "Lake Galewood"

2649 grossp 1611 net;

253.4' x 43.8' x 26.2'

See card in small file (Wrecks)

SCOTTISH LADY

Album 6.

~~Four-masted sailing.~~

~~"Star of Chile"~~

1. Stbd. broad, at dock dismantled but sticks intact. G
2. VG. pict. as "Le Escocesa" Book 44; pp. 10.
3. V.G. pict. as barge and some V.G. info. (Book 44;p19)

Advertised for sale in M.D. June 16, 1951.
1000 tons hand riveted wrought iron construction, built
in Scotland 202' x 34.2' x 21.2' Scrap metal weight
estimated 700 tons. Vessel now laid up in Lake Wn.
Contact Robt. O. Fleming Kodiak Aleutian Salvage Co.

MORE INFO. BOOK 36; Page 55

Back with her owners of 87 yrs. ago.--PWB. Sept. '55; p.14
VG info. pp. 8; Book 44

VG pict. as barge in Adv. of Van. Tug & Barge Co., Ltd.
(N.B. 21; pp 56)

S. C. T. DODD

Std. Oil tanker
1935.

1. Pict. after collision with "San Juan" (Book 44; pp25.

S. D. BROOKS

Canadian tug.
1954

1. Pict. and info.

Album 43.

2. VG Pict. and info. PWB July 1959 pp 28

P.C.A. 6

SEABECK

Seine type tender.

1. Stbd. broad, on N.C.Co. ways. Nov. 1948.

SEA BIRD

Old P. Sd. str.

1. No picts. Info. Book 37; page37

SEABORN II

Unit of Fred Devine Co.

1. VG. pict. at Astoria. (N.B. 21; pp 94.)

SEA BREEZE

Whaling ship

1893

Burned off Coast of Calif. July 2, 1893 while enroute to
Alaska on a whaling cruise.

Book 38

SEACLOUD

Lg. sail-yacht.
(aux.-bark)

See "Hussar"

1. Stbd. broad. Page 36. Apr. '52 SHIPS & SAILING
2. Fair pict. as "Sea Cloud"
3. Good pict. in Juneau Hbr. framed and on wall. "Hussar"

Largest privately owned sail yacht in the U.S. in 1952
Is a four-masted auxiliary bark owned by Joseph E. Davies,
former ambassador to Russia. Built in Kiel in 1931

SEA CLOUD

Lg. steam yacht
~~Brig-rigged~~

1. Pict. and info.

Album 43.

SEACORAL

Ocean Van Lines
(Ocean Tow Inc.)

1. Stbd. bow; at dock. Mag. cut. Book 33; page 40

Info. page 36 in Book #33

More info. on page 40 in Book #~~3~~3

SEACORONET

Liberty prt.
A.S.S.Co. 1953.

1. Pict. and info. (Book 41; pp 43, 47;)
2. Info. Book 42; pp. 3---15. "Tonsina"

SEA DUKE

BOOK 29

Diesel tug.
ex "Victor II"

1. Stbd. broad. good. (Magazine cut)
2. Same as "Victor II" " " "
3. Pict. on page 35 in Book # 33.
4. Good Port bow, speed; page 38; Nov. '52 P.W.B.

Good Info. Book 36; Page 61
Latest info. page 38; Nov. '52; P.W.B.

SEAFAIR

Ex Liberty Ship

1. Port broad, slow, Seattle Hbr. (Porthole Pict.)
2. Stbd. broad; Ketch. (PCA--7)

Operated by the Coastwise Line. Scheduled to sail for Whittier, Alaska:Valdez and Seward with cargo on Aug. 13, 1950.

Other ships of the line operated in the Pacific Coast Alaska trade are "Pacificus" "North Beacon" "King S Woolsey" "James Lick" and"Joel Chandler Harris"

Marine Digest Aug. 12, '50

PHP 2.

SEAFARER

Motorship
Pope & Talbot.

1. Stbd. broad, slow, (Porthole)

Some info. 1947 DIARY Page. Feb. 17.

Aground on Col. River mouth. See Book 37; page 65

Emp. 9/12/1923 A vessel of this name (probably a forerunner of this vessel) collided with the U.S.S. battleship "Texas" in fog 14 miles North of Pt. Arguello. "Seafarer" badly damaged.

SEA FOAM

Book (29)

Canadian tug.

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

XXX

Album ●●. (17).

SEA FOAM

Wooden Steam Schooner.

- (1). Stbd. bow, nose ashore in surf. Life-boat putting out to her. Wrecked on Point Arena, Calif. 1931
No lives lost.

SEA FOAM

Pacific Coast Wooden Steam Schooners

Lyman

339 tons; built 1905 by J. Lindstrom at Aberdeen
First owner was Geo. S. Beadle, S.F. who sold her in 2 yrs
to Henry Templeman of S.F. In 1911 she was acquired by
Chas. H. Higgins who owned her until her loss on Pt. Arena
Calif. Feb. 23, 1931.

Carried 250-M ft. lumber; 500 h.p. compound engine
from Willamette Iron & Steel Wks. of Portland.

SEAGATE

Frnt. of Greek register

1. Pict. broken in two. (Book No. 46; pp 42)
2. See RED DAILY JOURNAL for much more.

M.D. 9/22/56--Still/ aground near mouth of Quinault River, Wash. Foss Co. tugs lone survivors of 4 outfits standing by for salvage. She grounded on Sonora Reef on Sept. 10th (NO. she grounded on Sonora Reef Sept. 6th. floated off unattended on the morning of the 10th and drifted up the coast to ground for good on Tahola Beach, about 30 miles N. of Grays Hbr.

See DAILY JOURNAL under date of Sept. 6, and on. Also see pict. of her broken in half in Book No. 46; pp 42.)
Salvage possibilities studied (PWB; Mar. '57; pp 6)

Lg. G.S. File under MARINE MISHAPS (Groundings)

SEA GIANT

Album 10.

Old steam tug.

1. Port, broad, still, in P. Sd. waters.

VG

Built 1920 at Port Richmond, New York. 502 displacement
149.3' x 30' x 14.7' as the Navy tug "Coutacode". Sold
some years later to Shipowners & Merchants tug Co. of S.F.
and renamed by them. Sold back to the Navy in 1940 and
saw service in War II.

SEA GIANT

New (1956) S.F. tug.

1. No picts.
2. VG Cover pict. speed. (PWB Sept. 1957)
3. VG. pict. and info. (N.B. 21; pp 97)

M.D. 7/28/1956---Being built at S.F. for Shipowners & Merchants Towboat Co. and will 'completely outstrip an tug ever built on S.F. Bay, whether you measure her-size, her power plant or her capabilities."

She is 125' 9" overall length, with beam of 28' and a draft of 16' and is powered with a 2000 h.p. Enterprise diesel. 8 cyl. 12x22 inch bore and stroke. Rated at 2000 h.p. at (33 r.p.m. ????) and gains additional power from a turbocharger and swings a Doran propeller that weighs 4500 # and measure more than 9' in diameter.

Carries 50,000 gals. fuel or enough for 40 days of service towing.

SEA KING

Album 10.

Old steam tug.

- | | | |
|----|--|----|
| 1. | Stbd. broad, sandwiched between log rafts. | VG |
| 2. | Port, broad, speed, P. Sd. scenery. | VG |

Built 1883 at S.F. Owned by S.O. & M. Tug Co. to 1920 then sold to Gilkey Bros. of Anacortes and brought to the Sound.

Worn out in 1930 and finally rotted away in Lake Union in 1938. 181 gross; 90 net; 119' x 26.1' x 11.5'

SEA KING I

Album 10.

Canadian steam tug.
(V 109 A)

1. Stbd. broad, speed, crowd on deck, waterfront. VG

SEA KING

1959 P. Sd. tug.
Pacific T.B.Co.

1. No picts.

M.D. June 27, 1959 Says Pac. Tow Boat Co, a subsidiary
of Foss Launch and Tug Co. has recently acquired the
(a) former Navy diesel tug and has renamed her "Sea
King" She is 100' long.

She will be used to handle the large tankers at Ferndale
Refineries near Anacortes, Wash.

SEAKIST

Book 29

Cannery tender
P.E.Harris Co.

1. Port broad, speed, Seattle; (Magazine cut)
2. Stbd. broad, speed, Seattle; (Magazine cut)

SEAL

Old unit of P.S.D. Frt
Lines.

1. No pict.

Acquired by Capt. Lovejoy in 1928 along with the
"Mohawk"

MORE INFO. BOOK 36; Page 48

SEAL

Game Commission boat

See card on "SWAN II"

SEA LIGHT

Sm. old steam sch.
1897 Juneau

1. No picts.

Arrived in Juneau from Kake Apr. 7, 1897 commanded by Capt H. Markworth. He brought a young man named Harry Crosby in to the hospital in Juneau, who was injured in a logging camp near Kake. It seems that young Crosby came up on the vessel from Seattle as a work-away and was not on the ships articles. He was asked to help unload the vessel and grew sullen. Shortly afterwards he rowed ashore and got a job in the logging camp. Several days later he was injured. Capt. Markworth tried to induce him to stay on board but he would not and the Capt. could not force him to. His crew corroborates his story.

SEA LION

No. 116013

Album 10.

Old steam tug.

1. Port, broad, speed, at sea. VG
2. Port, broad, line to dock, Ketchikan, Alaska. VG
3. Port, broad, speed at sea. (Book 44. pp. 14.) VG

Built 1884 at Camden, N.J. 185 gross; 92 net;
107' x 22' x 13' Owned by the Shipowners & Merchants
Tug Boat Co. of S.F. Came to Puget Sd. 1888. In 1891
she became a unit of the newly formed P. Sd. Tug Boat Co.
She was just under charter to them and used in ship towing
Lost off Race Rocks June, 7, 1909 in collision with the
schooner "Ocean Vance" Capt. Ben Lovejoy and Henry Stream
were in charge at the time.

She rammed and sunk the ferry "Mainlander" during
heavy fog, off West Pt. Oct. 28, 1904. All saved and taken
on board the tug.

Blue Book 1909 says she collided with the schooner "Ocean Vance"
off Race Rocks June, 9, 1909 and sank.
D.A. Disp. 6/10/1909 says she collided in fog last night,
with the 3-masted sch. "Vance" and her 10 man crew was
saved by the schooner. (

SEA LION

Canadian steam tug.

1. No picts.

Info. Book 36; Page 25

Rebuilt and repowere'd in Van. B.C. More
{ N.B. 21; pp 77. }
{ N.B. 21; pp 89. }

SEA LION

Album 7.

Steam Tug A.T.S.

Album 8.

1. Stbd. broad, at Seattle Pier C. Do-nuts on deck. G.

2. Port broad, slow, Seattle Hbr. as L.T. 240

3. PICT. as ATS tug. BOOK 32; pp 25

Built 1920 at S.F. Calif. for the Shipowners &
Merchants Co. and operated out of Frisco until 1942 when
she was taken into the ATS. 150' x 30' x 17'

SEA LION

Diesel-elec. tug
Red Stack of S.F.

1. Stbd. qtr. near barge. (Mag. cut) Mar. '52 P.M.B.

Info. Page 18 Mar. 1952 P.M.B. (Workboat Journal) Picts.

SEA LION

Book 31

Trolling boat

1. Bow view, beached as 'mystery boat' (Mag. cut)

SEA MONARCH

Album 10.

Old steam tug

1. Port broad, speed, in stream.

VG

Built 1920 at S.F. for the Shipowners & Merchants Co.
473 gross; 255 net; 150' x 30' x 17' In 1922 she was
sold to P. Sd. by Ray Lilloco . In 1923 she passed to
Carey-Davis and lost off Marrowstone Pt. Dec. 9, 1925
Rammed by French S.S. "Zenobia"

Night of Oct. 13, 1925 she was rammed by a French
freighter off Marrowstone Pt. and sunk in 5 minutes.
There was a heavy fog. Crew barely escaped with their
lives---lost everything else.

SEA MONARCH II

1955 Canadian tug.

1. Pict. and story of converted C.G. cutter to a tug.
See. pp. 29; in Oct. 1955 PWB.
2. VG pict. PWB. Aug. 1956 pp. 20.
3. VG porthole pict. (PHP--4)

See also info.

(Album 43)

SEA MONSTER

EVERETT, WN. TUG

L. Stdd. broad, still. V.G. P.W.B. July 1955; pp. 8.

PCA 6

SEA OTTER

Anacortes tug.

Ex. "Baer"

1. Port qtr. at Anacortes; July 1952

Info. see Book 37; page 69

SEA OTTER

Sm. Alaska gas--
Ex. Game Comm.

1. No picts.

Later used by the Wrangell Institute as a training vessel for young braves, then sold to private interests. Name changed July 7, 1952 to "Flo Jean" and owners listed as John D. and Florence B. Martin of Juneau.

Notice in Empire.

SEA OTTER

65' Cruise ship
Juneau 1958

LG. G.S.FILE under SEA OTTER

VG picts. and story in A/S Aug. 1958 pp 14

Book 33.

SEA PRINCE

Old S.F. Bay steam tug.

1. Stbd. bow at old pier. (Mag. cut)
2. Pict. and story "The Tug With Nine Lives" VG.
(PWB July 1957 pp 20)

Book 33.

SEA QUEEN

Old S.F. Bay steam tug.

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

SEA RANGER

Old Whaling bark
Alaskan

1. No picts.

In command of Capt. Foley. Wrecked on a rocky ledge 3- miles West of Kayak Island on May 26, 1893. The ship originally hailed from New Bedford and had cleared S.F. late in April 1893 on a whaling trip to the Gulf of Alaska. One of the crew, a James McKee died at sea and Capt Foley moved his ship into the Lea of Kayak Island in an area marked 20 fathoms on exhisting charts to bury him. The ship hit rocks and being unable to beat back out to sea soon had to be abandoned and broke up. Capt. Foley and all hands including the dead McKee made shore on the island where McKee was buried. Capt. Foley and the other 39 men were picked up by the mail steamer "Crescent City" some time later and taken to Juneau.

Capt. Chas. H. Foley. Built 1866 259/46 tons Register. Owned by Robert W. Bartlett of Mew Bedford, Mass.

SEE FULL STORY IN ALASKA JOURNAL July, 29, 1893

SEA RANGER

Lg. S.F. Bay tug.

1.

Largest (2nd) on coast. Info. only (Book 43; pp. 51)

SEA ROSE

No. 226259

Book (29)

Cannery tender

(1) Stbd. bow, near logs. (Magazine cut)

Built 1927 at Houghton, Wn. for Sunny Pt. Pkg. Co.
28 Gross: 23 Net: 51.3' x 14.4' x 5.1' Powered with a
100 h.p. Hall Scott gas engine in 1928

P.C.A. ⑤

SEA SCOUT PICKET BOAT

Juneau 1948

① Port broad at long float boat Hbr. Aug. 1948

SEATAC

Album 14.

Puget Sd. Frt. Lines.

1. Stbd. bow, slow, close-up.

VG

300 h.p.

XXX

Album  (20)

SEA THRUSH

Large Shepard Co. Tanker

(1)

Stbd. broad, showing both halves separated; Large combers beating in on beach.

Wrecked on Clatsop Spit (1932) south side of Columbia River entrance. Abandoned as total loss by underwriters. Diver Fred Devine, using a small tug and crude equipment, took over. He moved her 1700' Almost hat her off--one more day but a storm came up and operations had to be abandoned. She became a total loss. Was a Shepherd Line Co. freight steamer.

Hit Dec. 4, 1932 Enroute Seattle to N.Y.

Sunk 24 yrs. ago. (M.D. 1953) Book 40; pp. 51.

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

1. Good Porthole picture in Porthole Book No. 2.

As it must to all ships, the gallant career of the old Navy veteran cruiser, Seattle, has ended. Built at Philadelphia in 1906, and launched as the U.S.S. Washington in honor of the State. Maintained her name until after World War I. when a new battleship to be christened the U.S.S. Washington was scrapped under the 1922 arms limitation act. Negotiations had been completed for renaming the ship "Seattle" and she became the flagship of the armoured cruiser division at the P.Sd. Navy Yard in 1923. A big ceremony took place in Seattle honoring the memorable event, and Mayor Edwin Brown officially opened the city to the ships officers and crew.

The 502' craft has had a lengthy carrier for Naval vessels, but has never been an outstanding battlegon of historical esteem. She served as a convoy and troop carrying vessel during World War I, never winning great

distinction but always completing her mission faithfully. For many years she carried the name Seattle into far-flung ports of the world, but as the Navy began modernizing, the old Seattle often found herself on the long end of a mooring line. During the days following Pearl Hbr. she was reclassified as the IX 39, a Naval Auxiliary, and was used a short time as a Naval barracks ship on the East Coast. In this capacity she was short lived however, and spent the remainder of the war in idleness in the peaceful waters surrounding the Philly Navy Yard.

The former 22½ knot speed queen has been given an honorable discharge by the Navy, due to old age, and she is now destined for the shipbreakers torch...

Book 32

SEATTLE

No. 206030

Album 15.

P. Sd. Pass. ferry.

1. Port, broad, slow, two stacker. VG
2. Port bow, slow, crowd on decks. (Mag. cut)

Built 1909 at Portland, Ore. Gross 765; Net 463

179.2 x 28.1 x 11.3 H.P. 2000

Rebuilt in 1923 to following dimensions: G. 504 Net 343

185.3 x 44.2 x 11.2 H.P. 2000

Built as the "H.B. Kennedy" for the Seattle-Bremerton run. Shortly after her arrival on the sound she was purchased by the P. Sd. Nav. Co. and her name was changed to Seattle about 1918. Was reverted to a ferry (car) in 1923

Operated until 1937 and was laid up at Winslow, her engines being removed in Dec. 1939. She had a steel hull.

SEATTLE

PHP. ①.

Book ③②

Book 33

Freighter.

Swedish Motorship

- ①. Port broad, slow in stream. (Pothole)
- ②. Stbd. broad, slow. (mag. cut)
3. Port broad, slow. (Mag. cut)

M.D. May 22, 1948.

502' long 9100 gross tons, cruises 19.5 knots with
a full load

Unit of the Swedish owned Johnson Lines

Built 1947 at the Kockums Shipyard of Malmo, Sweden

Has two sister ships the "Golden Gate" and the "Los
Angeles"

The "Golden Gate" cruised 21.4 knots on her trial runs.
MORE ON HER IN 1947 DIARY Page Jan. 4.

More info. in Book 37; page 64.

P.H.P. (2)

SEATTLE

Old Swedish steamship
Predecessor of new M.S.

(1.) Sketch, starbd. bow, slow (Porthole)

See BOOK 44; pp 37 Check.

SEATTLE

Some kind of steamer
in Juneau 1898.

1. No picts.

NOTE: The P. Sd. str. of that name was not built until 1909.

This vessel was in Juneau 9/28/98 and had arrived here on the 27th. In landing she had done some damage to the little steamer "Alert" which was laying in her berth.

SEATTLE

No. 116817

Stern-wheel str.

Built 1898-Seattle

1. No picts.

1. Stbd. bow at Dawson 1898. (Alaska Sportsman Jan. 1952
Page 21)

Built at the Moran Bros. Yds. in Seattle. One of a fleet of 12 ~~river~~ ~~steamers~~ that started out for St Michael under escort by the steam tugs "Resolute" and "Richard Holyoke" in 1898.

This str. was in Juneau on June, 12, 1898 along with the St Michael and "Oil City" Two others of the fleet were in Douglas.

Built 1898 at Seattle, Wn. 718 gross; 409 tons;
176.1' x 35.4' x 5.9'

Built for the Seattle Yukon Trans. Co. Some years later she went to the Empire Trading Co. Hull was on the beach at St. Michael in 1944.

SEATTLE I

116853

Yukon River steamer

1., No picts.

Built at St. Michael in 1897 415 gross 222 net;
148' x 26' x 6' Built by Seattle Yukon Trans. Co.

SEATTLE III

No. 116854

Yukon River wet-ass

1. No picts.
2. Pict. of the deck-houses of "Seattle No. 3", "Julia B"
and an unidentified stern-wheel str. abandoned at
or near Dawson, Y.T. pp-48 Dec. '53 S.&S.

Built at Dutch Hbr. Alaska 1898 548 gross; 326 net;
150' x32.5' x 6' by the Seattle Yukon Trading Co.
Her last owners were the Northern Navigation Co. and the
Alaska Yukon Nav. Co.

SEATTLE SPIRIT

Album 5.

Small old Sd. Frtr.

1. Stbd, broad at old pier--"& CO" showing on sign. G
2. Late info. Book 41; pp. 60

SEA WAVE

Album 10.

Canadian diesel tug.

1. Stbd. broad, speed, in stream.

VG

SEA WITCH

New (1957) tug of
SO & M. Towboat Co.

1. Complete info. and pictures (PWB Dec. 1957 pp 6)
2. Pict. with tow and info. (N.B. 21; pp 84.)

Book 31
Album 25

SEA WOLF

Two-masted schooner

1. Stbd. broad on beach; abandoned. (Mag. cut)
2. Stbd. bow; beached.

Empire: 5/3/1919 pp.8; The two masted sch. "Sea Wolf"
came into Juneau today and will have a 40 h.p. Union gas
engine installed here. She is 60' x 14' and was built
at Seattle in 1908. 5/6/1919/6; More....Owned by
Leo Wittenberg, etc.

Book 32

SEGUIN

Album 8

Lg. A.T.S. tug.

1. Port, broad, slow, near Magnolia Bluffs as U.S.A.T.
2. Port, qtr. slow. (Mag. cut)

SEHOME

Album 15.

Large old side-wheeler

Book 29

1. Stbd. broad, speed, early Puget Sound. VG
2. Stbd. broad, backing up. (Magazine cut)

Info. Book 36; Page 56
PICT. BOOK 44; pp 40

Was used as a floating hotel after San Francisco quake.

SEHOME

Old Juneau sealing
schooner.

1. No picts.

2. PICT. NO.

May 13, 1893 ALASKA MINING RECORD says she was being repaired and painted on the beach in the rear of the old Phoenix saloon.

SEINE FLEET

At Juneau.

1. Seiners as halibutters; Juneau 1957 (PCA-10)

SELDOVIA

"Squeaky" Andersons BSP

1. Stern view; (Book 33; page 30)

SENATOR

Album 2

Old Gold Rush. Pass
"Admiral Fiske"

1. Stbd. bow, backing away crowded with people. G.

11/17/1901 she hit a rock in Wrangell Narrows while going South. Damaged but able to run on to Seattle.
D.A. Disp. 1907 says 'New str. of P.C.S.S.Co. was due from the East Coast May, 8, 1907
A.R.M. Says she hit on Shelter Id. at 06:30 on Thurs. morning, Jan. 24th. and hung up for 2 1/2 hrs. before being refloated. Pilot, Capt. Beecher was on watch. (Check with info. on reverse side.)
D.A. Disp. 2/25/1917 pp. 6. "Senator" and "Northland" both operated by the P.S.S.Co. collided in fog, early today off the Coast of Calif. Both vessels slightly damaged but made port O.K.

Built 1898 at S.F. Calif. for the Pacific Coast S.S. Co. 2432 gross; 1456 net; 280' x 38.1' x 19.6' Little used after 1920 Sold to Japan in 1938. Her name was changed in 1916 to "Admiral Fiske" when Adm. Line merged from old P.C.S.S.Co.

Returned to Juneau Jan. 22, 1901 after bouncing off a rock on S.E. end of Shelter Island in Favorite Channel. The officer on watch failed to change his course at Portland Id. Hit hard but did not hang up. Check-up showed she had a double bottom and was not making any water although she did lose a propeller blade. Continued her trip and made out O.K.

Capt. Cann commanding in 10/13/1913
Capt. James B. Patterson Apr. 19/1901
Nome run.

Built 1898 for P.C.S.S.Co. at S.F. Calif. and placed on the

HISTORY BOOK 35; Page 10

Replaced the small str. "Ramona" on Alaska run for P.C.S.S. Co. after that vessel had replaced the wrecked "Cottage City" in Feb. 1911.

Book (38)

SELKIRK

Yukon River str.

(1) Pict. of wreck.

Emp. 10/15/1920 The str. "Selkirk" recently hit a rock at the mouth of the Stewart River and had to be beached with a hole in her hull. The "Whitehore" and "Cassa" will attempt to tow her to a safer location.

SENTINEL

P.C.A. ②

Vince Andersons
Halibutter.

①. Stbd. bow, heavily iced at float in Juneau Boat
Harbor Feb. 1947.

In Sm. boat Hbr. Juneau A/s "Gordon D"

{PCA--7}
{PCA-10}

2. At N.C.Co. dock Juneau 1956.

Book 29

SENTINEL

Album 15.

Old P. Sd. pass-ferry.

1. Stbd. broad, speed, near wooded shore. VG

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

Rammed and had to be beached when struck by the S.S.
"Chippewa" off Port Blakely, Sept. 12, 1908. No lives lost.

MORE INFO. BOOK 36; Page 58

Some history in Book 37; page 65

VG story of her and "Va. II" NOTE BOOK No. 24.

SEOLIN
(SEAOLIN)

No 115924
Small old str. used out
of Juneau 1898 on.---

1. No Pict. VG Pict. ALASKA SPORTSMAN May 1966 page 14.

J.C.M.R. 4/9/1891 The sch. "Seolin" has been transformed into a steamer. She steamed into Juneau's Harbor yesterday, with the engine from the "Dispatch" in her...

ALASKA JOURNAL: 4/1/1893 The "Seolin" was launched Wed. from her winter storage at Sheep Cr. She has a new cabin, which was built this winter---the cabin is 48' long by 13.8' wide.

D.A.Disp. 12/23/1904 Str. "Seolin" will be sold at public auction to satisfy a judgement against her.

Trevor Davis told me that this vessel is one of several that is buried under the tailings at the A.J. dump.

Mention of her is made in old copies of the ALASKA MINING RECORD for Jan. 4, 1899. She ran to Skagway. (Dick Harris told me that her owner had planned to name her "Sealion" but had misspelled it so she emerged as "Seolin"

Mentioned in ALASKA NEWS as unit of newly formed J.F.N. Co. Jan. 3, 1895

BLANK / 1893 / at / S.F. / 61.9' / 13.2' / 4.8' / gross / 20 / net /
61.9' / 13.2' / 4.8' /

Launched Wed. Mar. 29, 1893 at Sheep Cr. on Gastineau Channel by a Mr Fountain and Mr. Cole.

41 gross; 20 net; 61.9' x 13.2' x 4.8'

ALASKAN (Sitka) 9/21/'95 Arr. Sitka bringing J.F.Maloney, Juneau Attorney over from Juneau.

DOUG. ID NEWS: 2/20/1901 says Capt. York, Master, and was making regular runs to Snettisham, Shuck, Sundum, Windham and return.
D. Id. News. 6/5/1901 says Capt. Hall took Capt. Smith and crew down to Sundum to the Str. "Godtag" which has been laid up there all winter.

SEQUIN

Lg. ATS tug.

1. PICT. Book 32 pp 24

SEQUOIA

No. 116825

Album 21.

Wooden st. sch.

1. Stbd. bow. In breakers, Humbolt Bar 1907

Built 1898 at Fort Bragg, Calif. 411 gross; 258 net;
151' x 33.7' x 12' 14 crew; 340 h.p.

Wrecked Jan. 24, 1907 on the Humbolt Bay Bar. None lost
out of 24 on board.

Must have been cut down some as 1900 tonnage was listed
as 519 gross; and 367 net:

SEQUOIA

No. 116349

Old Nome Gold Rush Sch.

1. No pict.

Completely lost along with the river steamer "W.K.Merwin
and schooner "Arthur B" on Cape Nome during a severe storm
which lasted from Sept. 1, to 8th 1900.

Built 1890 at Fairhaven, Calif. 341 gross; 324 net;
150' x 35' x 11'

P.C.A. (5)

SERVICE

Cannery tender.

(1) Stbd. broad in 1925

Powered with a 110 h.p 4-cyl Atlas-Imperial diesel.

SEVERENCE

Yukon River steamer

1. No picts.

Old records show that she was frozen in on the Yukon in
1899.

SEWARD

Album 4.

Wood St. Sch.

1. Stbd. broad at Seattle Pier, as old U.S.A.T. G

D.A.Disp. 1/28/1916 "Seward" bound from Seattle to Vladivostok with munitions, put in to Seward with a broken steering gear; lost her deck-load and sustained other damages in severe storm raging in Gulf of Alaska.

NOTICE: D.A.Disp.3/2/1917 pp.2; A vessel of this name, ex. of the Pacific Coast was involved in a curious litigation in N.Y. Two steamship companies advertised her departure to different ports at the same time...

Early days of A.S.S.Co.

See Red Scrap Book No. 36 Page 3.

Owned at one time by the Alaska S.S.Co. Sold to other interests and lost on Cape Haiten, Haiti; Oct. 21, 1916 Had been used in the Alaska trade by the A.S.S.Co. She had the boilers and engines from the old str. "Brixam" after the latter was wrecked.

Was at St Michael 7/15/1901 as U.S.A.T. Had leaky boilers and was towed from Nome to Seattle by the U.S.A.T. "Warren" 7/16/1901 to 7/25/1901 Capt. Downing

D.A.Disp. 6/11/1915 The "Seward", Capt. Johnson, had a narrow escape from loss when concentrates from Latouche shifted in a heavy sea off Hohnstone Pt. She sustained a bad list to port. "Cordova" answered S.O.S. from Whitshed. Attempted to tow, no go, escorted her Cordova.

D.A.Disp. 9/24/1914 says "Seward" of A.S.S.Co. was boarded and searched off Cape Beale by the Jap. cruiser "Idzuma"

There may have been two vessels of this name---D.A.Disp. 4/22/1911 says Str. Seward" of A.S.S.Co. was built 1907 by the Moran Yards in Seattle and was to be rebuilt when she arr. back at Seattle from her present trip to Alaska. Was to be made into an ore carrier with a new deck added the full length. 2471 net 279.2' x 42.1' x 21.4'

SEWARD

Steel st. sch.
Unit of A.S.S.Co.
ex. "Henry T. Scott"

See card on "Henry T. Scott"

SEWARD

Yukon River steamer

1. No picts.

See "William H. Seward"

SEWELL LINCOLN

Old steamer of A.S.S
Co. 1902

1. No picts.

A news item in the Skagway Daily Alaskan 1902 says this vessel was recently purchased by the A.S.S.Co. and was to be placed on the Alaska run Apr. 1, 1902

SEYMOUR

Halibut schooner

1. A/s others; Juneau; iced. (Conventional) (PCA--7)

S.G. SIMPSON

Album 14.

old stern-wheeler.
"E.G. English"

1. Stbd. broad, slow, near low wooded hills. VG

Built 1907 at Tacoma Sold to Martin Tjerac of Stanwood
Wash. in 1928 and name changed to "E.G.English"
267 gross; 168 net; 115.4' x 26.3' x 6.1'

SGT. ARCHER T. GAMMON

Victory ship.

1. Loads ply-wood at Juneau. Book 42; pp. 7.

SGT. ARCHER T. GAMMON

USMS Victory ship

1. 4 VG shifting from Sub-port to Juneau Spruce Dock in
Juneau 3/28/1954 (PCA--7)

SGT. CHARLES E. MOWER

Book 32

Army Transport.

1. Stbd. near broad, speed, from above. (Mag. out)

PCA ⑥

SGT. CLARANCE W FOSS

Lg. ATS steel tug.

- ①. Stbd. broad, at Army dock, Juneau. Sept. 1950

SHALOM

Lg. Israeli liner.

~~1964--~~

See Lg. G. S. Files under ISRALI VESSELS

See NOTE BOOK No. 105-D Collision stories & Picts.

See pp 74 M. Eng. & Log Dec. 1964 (Also pp 69 Editorial)

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

SHAMROCK

Pyramid Pkg. Co. tender

1. PICT. BOOK 32; pp 33

SHAMROCK II

Old cannery tender
tug.

1. No picts.

Stripped and to become tourist attraction (Book 44;pp33.)

P.C.A. (5)

SHAMROCK III

Cannery tender

1. Port bow at dolphin.
2. Bow view in stream, still.

Powered with a 100 h.p. F.M. (C-0)

SHANNON FOSS

1958 (one of two)
(other is "CAROL")

PWB July 1958 Picts. and info. page 7
See card on Foss Co. and also Lg. G.S. File on Foss Co.
VG pict. pp 13. PWB Sept. 19 58

PHP (2)

SHASTA

Steam Ferry of the
Black Ball Line.

1. Near broad, speed. Double-ender. (Porthole) *Saw. -*
2. Port qtr. Speed. Black smoke from stack. (Porthole)

"Shasta" along with the ferry "San Mateo" are about the last of the active steam ferries on the Pacific Coast.

Both vessels are nearly identical and at this writing are operating on the Sound for Black Ball Line. Both have 1400 h.p. steam plants. Further, both were built in the San Francisco Bay area and used there for many years. Built in 1922 and came to the Sound in 1941. It is currently rumored that their days are numbered. M.D. 12/16/50

SHASTA

No. 200714

Wooden st. sch.

1. No picts.

Built 1903 at Hoquiam, Wn. 722 gross; 473 net;
199.6' x 37.8' x 14.2' 22 crew 675 h.p. steam.
Went ashore 10/7/1906 on Pt. Conception. One man was
lost. The Torpedo boat "Preble" was also grounded trying
to assist the "Shasta". The "Preble" was pulled off by
the torpedo boat "Paul Jones"

SHASTA

200714

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

722 tons; built 1903 at Hoquiam, Wn. by G.H.Hitchings for the E.K.Wood Lmbr. Co. of S.F. Had a triple expansion engine from Fulton Iron Wks.

Was wrecked on Point Conception, Calif. Oct. 5, 1906 with one man of her crew lost.

SHASTA

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

878 tons, built 1908 at Hoquiam by Matthews S-bd. Co.
for the E.K. Wood Lmbr. Co. of S.F.

Carried 900-M ft. and had 500 h.p. triple exp. eng.
She was scrapped in 1933 and hull made into barge.

She ended her days as a whaling station, beached at
Point Reyes.

Book 29

SHAVER

~~Col. River tow-boat~~
Later "Western"

1. Port broad, still; Good. (Magazine cut)
2. Pict and info. page 40 P.W.B. Sept. '52
3. Good pictl as Wet-ass and some history Album 48;p10

Shaver Trans. Co. sold the old "Shaver" to the Western Trans. Co. who renamed her the "Western" The new owners pland to build a new steel hull for her.

Nov. '49 P.M.B.

Some late (1953) info. on her

Book 41; pp 35

PICT. BOOK 31 pp 15 ("Geo. W. Shaver")

SHAWNEE

Album 12.

U. S. C. G. C.

1. Port, bow, line to dock. Arrived from wreck of
"Katherine Donovan" Re-print.

F

PHP (2)

SHEARWATER

Water Taxi

1. Port bow from Lake Wn. bridge. (Porthole)

New 1950 pass. ferry 65' long to be used on the Madison Park-Kirkland run. Owned by the Spring St. Water Taxi Co. (Joe Boles and Lynn Campbell.) Designed by Geo Nickum She was originally a Navy YFB-22 (ammunition boat) She has twin G.M. diesels and will cruise 13 knots. Powered with all other modern fire and safety equipment. Carries 184 passengers comfortably

M.D. 11/11/50

Sold to the Inland Boat Co. of Long Beach Calif. and left Seattle May 23, 1951 for Long Beach. Will operate excursions out of Long Beach in the summer and run to Catalina Id. the rest of the year.

Book 32

Album

27

SHEILA MORAN

Moran Co. N.Y.

1. Stbd. broad speed. (Mag. cut)
2. Port broad, still in Hudson river ice flow.
3. With oil barges in ice. (Towline 2/'52 page 5)

SHELEKOFF

Old brig.
Sitka 1867

Departed Sitka 11/14/'68 for S.F.; Capt. Alexis Kuroptoff
commanding. 213.45 tons burthen

Departed Sitka 5/23/'68 for the Aleutians; Capt. George
Dingen, commanding

Arrived Sitka 9/12/'68 from St Michael and Redoubt. Capt
Geo Dengin, commanding.

From Russ. to U.S.Reg. 5/20/68; 213.45 tons.

SHELIKOFF

116,967

Album 10.

Old steam tug.

Later "Theodore Foss"

1. Port broad, at N.W. Fisheries cannery dock in
Uyak, Alaska.

VG

NOTICE.

This will require some research---I'm not sure that
this is the same vessel....

Built in 1900 at Alameda, Calif. 269 gross; 183 net; 113.6' x 23' x 9.6' Used for many years in Alaska as a cannery tender by the old Northwestern Fisheries Co. Purchased by Foss Co. in 1928 and converted to a bait boat in tuna fishing out of San Pedro, Calif. Renamed "Theodore Foss" at this time.

DAILY ALASKAN (Skagway) Jan. 22, 1903 says she was found safe at Seldovia. Fears were felt for her safety as she was 23 days over due at Juneau. Owned at this time by the Pacific Packing & Navigation Co.

D.A. Disp. 10/30/1902 The fast tug "Shelikof" will replace the str. "Newport" on the Juneau-Dutch Hbr. run for the winter months. She is an ocean tug of about 120' length, says Capt. Crockett of the str. "Bonita"

1903 Blue Book lists her as follows. Built 1900 Alameda. Calif. 173 gross; 101 net; 135' x 23' x 9.6'

SHELIKOF

Diesel tug 1957

1. Picts. at Juneau sub-port dock '57 (PCA-10)

SHELIKOF

Purse seine type crab
boat.

1. Pict. and info.

Book 41; pp. 26

SHENANDOAH

Old Whaling ship

Confed. Steam Frig.

1. See story of her in ---large envelope drawer

~~Envelope No. 112.~~

2. VG pict. and story (S&S Fall 1956; pp. 42)

NOTICE: Above stories are now pasted in NOTE BOOK No. 24.

3. See file card (PEOPLE) on HINKSON, CHARLES. for his story in READER'S DIGEST Apr. 1963: pp 256.

4. Bob DeArmond also wrote this story earlier in A/S (I think.)

5. Story from ANCH. DAILY NEWS Jan. 29, 1965 filed under WHALING SHIPS in Lg. G.S. File.

Book (29)

SHERMAN

Petersburg Halibutter

(1) Port broad, slow as C.G. Reserve. (Mag. cut)

Book 32

SHERRY ANN

Tuna clipper

1. Port broad, speed on P. Sd. (Mag. cut)

Built in early spring of 1946 by Western Boat Building Co. of Tacoma. Was still the speediest vessel in the fleet in Oct. 1948.

She is also the 132 nd vessel built by them in 32 yrs. 136' long. Launched in June 1946 with 450 guests on board.

S. H. FINCH

Diving boat, tug.

1. Took pict. of her at Juneau sawmill dock 08:00
Aug. 11, 1954 (Album 27)

Book 29

SHINN

Album 27

~~Niki of Ocean Tow Inc.~~

Book 33

1. Bow view, at dock. Bob Redd: (Mag. cut)
2. Port bow, close; at Seattle Pier.
3. Stbd. broad, speed, as Alaska Frt. Lines tug. (Mag. cut)
4. Stbd. broad, speed, V.G. page 27, June '52 P.M.B.

See story in large file cabinet under Alaska Frt. Lines.

117' L.H.Coolidge designed Miki type tug built for U.S.
Army in 1944.

Powered with twin 690 F.M. diesels.
Shinn---Info. only-----Book 43; pp. 44)

SHIRLEY

No. 23297

Old Bark at Dyea
in 1899

1. No picts.

ALASKA MINING RECORD Sept. 20, 1899 says she was towed
from Dyea to Skagway on the 19th by the steam tug
"Pioneer"

Was in Skagway 2/11/98 with 700,000' lumber, 300 tons
frt. and 70 horses.

Built 1850 at Medford, Mass. 1049 gross; 996 net;

DYEA TRAIL. Mentioned due from the south.

SHINN

Book 29

Miki tug.

Ocean Tow. Inc.

1. Bow view with pict. of Bob Redd looking over the
radar. (Magazine cut)

SHISHALDIN

Veteran P. Sd. tug.
"Island Queen"

1. No pict.

See reverse side of card on "Island Queen".

SHIVELY T. B. Co.

Album 11.

Salmon Bay.

1. View of Shively's, dock with tugs "Lumberman"
"Pioneer" "Georgia" "Katy" and "Interlaken" a/s
dock.

G

SHNA-YAK

Pacific Coast Wooden Steam Schooners

Lyman

839 tons, built 1907 by Hall Bros. Marine Ry. & Shipbuilding Co. at Winslow.

Carried 900-M ft. and had a 600 h.p. triple-expansion eng.

Was managed by Geo E. Billings, S.F. until 1917 then sold to Sudden & Christenson who renamed her the CHARLES CHRISTENSON, and later the ANNIE CHRISTENSON. Scrapped in 1937.

SHOOTING STAR

Very old schooner

P. Sd. cod-fisher

1. No pict.

Early in Nov. 1878, the schooner "Shooting Star" arrived at Port Townsend with 25,000 cod-fish, the first cargo of its kind to enter Puget Sound.

1. Port bow at dock. (Porthole)
2. Pict. and info. (1953) Book 41; pp. 11.

Operated by the American President Lines and equipped
with reefer space. Built at Chester, Pa. 1942. 8591
gross; 453' long Does $16\frac{1}{2}$ knots with 7500 h.p. steam.
Named for famous American clipper ship.

SHOOTING STAR

Famous clipper ship

1. No pacts.

This is the vessel a C-2 built in 1942 was named for.
Built at Medford, Mass. in 1851. She carried an acre
of canvas. 164' long and 903 tons burden.

Owned by Reed, Wade & Co. In 1856 she was sold to
Siamese owners in Bangkok and finished her career in 1867
when she was wrecked on Formosa.

SHORELEAVE

Seattle yacht.

1. Pict. and info. (Book 41; pp. 24.
2. At Juneau 1956 (PCA-10)

SHORT SPLICE

Knot ship-----

VG. account--at rescue of "Fort Mercer" (N.B. 23; pp 41)

SHOSHONE

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

646 tons, built 1908 at Fairhaven, Calif. in the
Bendixsen yards by Wm. McDade. (Yard owned by Lindstrom)
Carried 700-M ft. and had triple-exp. engine.

She was owned by the Shoshone S.S.Co. and managed
by the McCormick Lmbr. Co. of S.F.

1916 sold to Interisland Steam Nav. Co. and renamed
HAMAKUA, and she drops from the registry 1917.

Album 26

SHUBRICK

Old U.S. Lighthouse ship.
First L.H.T. on Pacific.
From Lewis & Dryden

1. Port broad, slow in stream. (620 neg.)

Built 1857 at Philadelphia, Pa. Came to the P.C.
in 1858 as the Pacific Coasts first Lighthouse tender.
Listed under Revenue Service but served both duties.
Sold out of the service in 1886. Nothing further.

140' x 22' x 9' 305 tons. Side-wheeler.

More info. in Book 30; Page 1.

More info. in Book 37; pages 39 and 40

SHUSANA

Yukon River steamer

1. No picts.

Built at Fairbanks in 1913; 49 tons; Sold to the
Alaska Rivers Navigation Co. in 1914. Was still at
Fairbanks in 1944.

Empire: 9/23/1919 pp.6; Str. "Shusana" left Fairbanks for
Kantishna today.

1. Stbd. broad; still in stream. (Mag. cut)

Built by the Ingalls Shipbuilding Corp. at its Pascagoula,
Miss. yard and chartered to the American President Lines
for its round the world service

10,000 tons deadweight. 478' x 66' 18½ knots
First merchant ship to be built by the government for its
own account and delivered in New. York July 30, 1951

M.D. Aug. 18

SIBILLA

Yukon River steamer

1. No picts.

Small mail launch of the Bennett Yukon Nav. Co.

SIBYL MARSTON

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

1086 tons, built 1907 by W.A.Boole & Son at Oakland, for the Sibyl Marston Co. a single ship corp. in which her builders, Capt. W.H.Marston and Eschen & Minor were largely interested.

She cost \$180,000 and was the largest wooden steam schooner built on the P. C. up to that time.

She was managed by W.A.Beadle & Co. and was wrecked on the beach at Surf, on the Southern Calif. coast Jan.12, 1909 with the loss of two lives.

D.A.Disp. 1/13/1909 says she was enroute Portland to San Diego, with lumber and was wrecked last night on Rock Pt. near S.F. A total loss. 5 of her crew of 20 were lost.

SICAMOUS

Old Canadian Stern-
Wheeler---Okanogan Lak

1. No picts.

Spent all of her days on Okanogan Lake, B.C. first as a passenger carrier then on Jan. 1, 1935 she was laid up at Okanogan Landing and was used as a part-time frtr. and only once as a passenger boat thereafter. Built about 1914 (M.D. DEC 22, 1951 says she plied Lake waters 21 years to 1935)

She was to be taken apart and shipped to Yellowknife for rebuilding but the plan was later rejected. Finally, she was sold to the residents of the area who loved her and wished to enshrine her---she will become a museum.

More History Book 33; page 38

SIENA

Danish M.S.

Have envelope in Lg. G.S.File under DANISH VESSELS

Album 4.

SIERRA

No. 214391

Wooden St. Sch.

1. Port broad, at dock Lake Union; pre-war paint. G

Capt. Lin Jorgensen (formerly of F.W.S. vessels) is part owner along with Bill Stoddard owner of large Canadian ranches. She is powered with a Swedish 'Bollinder' diesel. Will be operated to Alaska as a freezer ship. M.D. Mar. 22, 1952.

D.A. Disp. 1/19/1917 pp. 7 "Sierra" of Alaska Pacific Nav. Co. makes second trip to Alaska. Powered with two 320 h.p. Bollinder Diesels.

Emp. 2/9/1923/6 She was rammed in fog early today about 20 miles outside of S.F. by the pass. liner "Wilhelmina" Her crew left her but later part of them went back on board and she was picked up by the steam tug "Fearless" and towed into S.F. The "W." was not damaged.

Built in '1917

Owned and operated by Lomen Bros, (Nome) for many years
7/10/'48 M.D. says she was 'recently sold to W.P. Studdert
of Butte Montana for \$12,800. but is still anchored in
Lake Union and no plans for her operation have yet been
announced. She is twin screw.

Built by Matthews Shipbuilding Co. at Hoquiam, Wash.
in 1916 (M.D. Aug. 4, 1951) The 210' wooded vessel
is powered with a 640 h.p. McIntosh & Seymour diesel.
Used in War II by U.S. Army as a training vessel at the
Seattle Sub-port. Owned at present by a Lin Jorgensen
of Seattle and at this writing it is rumored that she
may be reconditioned and used in the Alaska fishing
industry. She was recently moved from her moorings on
Lake Wash. to the Wester Cooperage Dock on Lake Union.

Built at Hoquiam, Wn. In 1916 1034 gross; 743 net;
210.6' x 42.5' x 14.8' 22 crew; 640 h.p. eng.

SIERRA

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman~~

1034 tons, built 1916 by Matthews Co. of Hoquiam, for the E.K. Wood Lmbr. Co.

Carried 1200-M ft.

Powered with two 320 h.p. Bolinder diesels driving twin screws.

Sold in 1923 to S.S. Freeman, S.F.

Again sold 1927 to Carl J. Lomen of Nome

Traded to Alaska until Oct. 1930 then was laid up in Lake Union

In June, 1941 sold by the N.W. Livestock Co. Juneau, to International Trading Corp. Seattle.

Used as training ship by ATS. at Seattle during War and later as housing ship for cadre personnel.

Emp. 6/21/1927 Carl Lomen buys "Sierra" 210' long. Will be refrigerated and also be used to can reindeer meat To be taken to Golovin Bay.

Emp. 8/16/1927/6 World's first reindeer ship "Sierra" goes to Nome to can reindeer.

Emp. 11/11/1927/6 "Sierra" and "Donaldson" of the Arctic Trans. Co., a Lomen Bros. subsidiary, fought over 10 mi. of ice and gales from Nome to Dutch Hbr. The "Donaldson" leaking badly stopped for repairs.

Emp. 7/23/1928/6 "Sierra" bound to Nome, Golovnin, etc. Capt. Edward Baker. Owned by the Arctic Transport Co. Has a complete knockdown school for White Mts. Leon Vincent will be teacher.

SIERRA

U.S.Liberty ship

No picts. Info. (Cracks in deck) Book 37; page 52

SIESTA

Yukon River craft

1. No picts.

She was a small launch used in lighterage towing at Nome.
There is a pict. of her wrecked at Nome Aug. 3, 1900 in
SOUVENIRS OF NOME by E.A.Hegg, in Territorial Museum.

Spelled "Sista" by MacBride.
Yukon in 1900.

Known to have been on the

SIFTON

Yukon River steamers

1. No picts.

See "Clifford Sifton"

SIGHTSEER.

No. 221333

PHP. 1.

P. Sd. Pass, ferry.

Book 32

Ex "Vashona"

1. Stbd. near broad, still in stream. (Porthole)
2. Port broad, slow near docks. (Mag. cut)
3. Port bow, race with "Virginia V" (Mag. cut.)
4. Port broad, slow, close. (Mag. cut)

MORE IN 1947 DIARY Page. Jan. 18.

Later info. (1953) on her in Book 41; pp. 34.

Good pict. and info. (1956) Book 44; pp. 34.

Built at Dockton, Wash. 1921 as the "Vashona" and completed at Seattle some years later.
Purchased by the Gray Line Tours Seattle agency known as Gray Line Sight Seeing Service.
Powered with 350 h.p. steam and cruises 10½ knots.
110' long by 22' beam. 185 gross tons.
As the "Vashona" in 1925 she registered the following:
99 gross; 55 net 110.1 x 22.9 x 6.5 200 h.p. 5 crew
Owned then by the Vashon Navigation Co.
As the "Sightseer" rebuilt in 1935;
185 gross and had 300 h.p. steam
Beaten by the "Virginia V" in Maritime Day race May 22, 1948 by 3/4 length. She now has the engine from the old Sound steamer "Utopia"
M.D. 5/30/1963 ---"Has been towed to Portland, Ore. for service on the Columbia River. Reports say she will be renamed "COLUMBIA QUEEN" or perhaps, "COLUMBIA TOURIST"

SIGNAL

No. 116160
Old steam schooner

1. No picts.

Built 1887 at North Bend, Ore. Came to Juneau from Sitka Nov. 6, 1890 while under charter to Mr. A.B. Ford of Bartlett Bay Packing Co. She was to go from Juneau to Yes Bay and take the Company's salmon pack to S.F.

475.94 gross; 392.44 net; 150' x 34.4' x 13.8'

She was in Skagway Feb. 6, 1898 commanded by Capt Bendegaard and left for the south to bring a Gov't. relief expedition of 2 officers, 22 soldiers and 110 pack animals. These to be stationed along the stampede route from Dyea.

ALASKAN (Sitka) 11/8/'90 says 3-masted steam sch. "S", Capt. M. Bendegaard, was at Sitka and would go to Redoubt Bay to pick up salmon pack to take to S.F. She packs 700 tons and will stop at Red Fish Bay, Wrangell, and Yes Bay to complete her cargo. She reported a lively riot at Bartlett Bay among the Chinks. Her crew helped quell the riot and 73 of the Chinks were taken on board for S.F.

SIGNAL

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

475 tons, built 1887 at North Bend, Ore. by John Kruse for the Simpson Lmbr. Co. of S.F.

Carried 400-M ft. and had 300 h.p. compound engine. by H.S.&S.

In 1907 was owned by Wall Bros. of S.F.

In 1909 owned by Capt. Eben Curtis

Was wrecked on Pt. Lobos entering S.F. Bay, June, 28 1911.

SILVERADO

Album 4.

Silverado S. S. Co.
Steel Steam Schooner.

1. Port broad, speed, Seattle waterfront. VG
2. In Tongass/ Narrows ; War paint. (Album 28)

SILVERADO

Steel Steam Schooners of the P.C.

Lyman

2328 tons; was a sister in hull and engines to the "Eldorado" and was built in 1918 at Craig yards. Was ordered by the Western Transport Co. of L.A. but was requisitioned by the Shipping Board, who sold her in 1923 to the McCormick S.S. Co. of S.F., who incorporated her as the Silverado S.S.Co.

She was still under that ownership in 1941.

PHP ② Book ③③
P.C.A.

SILVERBRIAR

Silver & Java Pacific
Lines S.S.

- ① Stbd. broad, still Newcastle hbr. (Mag. cut)
- ② Port bow from the air. (Porthole Pict)

Built especially for Silver Lines Ltd. in Grt. Britian
in 1948. Gross 7242 and Net. 4097; 503' x 64' x 28'

SILVERBURN

Canadian steamship

1. Pict. and info.

(Book 41; pp 16)

PHP 3

SILVER GATE

Swedish motorship

1. Port broad, still in stream. (Porthole)
2. Pict. and info. page 46 Apr. 1952 MOTORSHIP
3. VG porthole pict. (PHP--4)

Built 1951 by Howaldtswerke A.G. at Kiel, Germany for the Swedish Johnson Line. 15,000 tons displacement; 9100 deadweight tons; 500' 2" long (O.A.) 64' beam and depth of 29' 10" She is 100% welded with extra heavy bottom to allow drydocking with a full load. Has 14 deck cranes, each with a reach of 41' and a capacity load of 5 tons. Powered with two double-acting Howaldtswerke M.A.D. diesels. 28.346 diam. and 47.244 stroke. Together her engines develop 16,000 shaft h.p. at 110 revs Develops a speed of 21.08 knots to be the highest powered cargo vessel in the world.

M.D. Mar.8, 1952

SILVER KING

Canadian Salvage vessel

1. No pict.

Some info. 1947 DIARY Page Jan. 2.

SILVERLAND

Fish packer

1. At Ketchikan 1956.

(PCA-10)

Ex "T-34"
Cannery tender

1. Stbd. bow at slip Juneau Ferry Float. Sept. 1948
2. At Ketchikan 1956 (PCA-10)
3. VG speed in Fredrick Sound '58 (PCA-10)

SILVER WAVE

Two-masted schooner
(Exploration)

1. No pict. Sept. 1950

D.A.Disp. 10/24/1912 says the Sch. "Silver Wave" was a total wreck at York-----could be an earlier sch. than the one mentioned on reverse side of this card.

D.A.Disp. 12/14/1914 pp. 4 tells of 'exciting voyage of gas-sch. "Silver Wave" from Nome.

Emp. 10/23/1024 The Lomen Reindeer & Trading Corp. vessel "Silver Wave" is reported caught in ice in Kotzebue Sd. with 4 men on board.

Emp. 11/4/1924/6 "Silver Wave" total loss in ice off Cape Espenberg. Crew of 5 walk out over ice to Nome.

Emp. 6/10/1925/6 New diesel powered "Silver Wave" which replaces the old vessel of that name lost in ice last year, has been launched at Seattle. 65' x 18' x 8'
(See card on M.B.Dahl's "Silver Wave" adjoining)

She left Nome Sept. 9, 1921 under Capt. Jacob R. Hammer with the members of the "tragic Wrangell Island detachment of the Sefansson Expedition" They went ashore from her and claimed the island in the name of King Geo.V of England. The vessel returned to Nome and in the summer of 1923 came the news of the tragedy. The vessel "Donaldson" returned from the island to report that one man, E Lorne Knight died on the island and the other three, Allan R. Crawford, F.W.Maurer, and Milton Galle perished while attempting to reach Siberia over the ice.

After serving as an Alaskan mailboat and on numerous trading cruises the "Silver Wave" was lost off Cape Espenberg in the Alaska Arctic near the entrance to Kotzebue Sound.

M.D. 9/23/'50

SILVER WAVE

Arctic Trading Co.

1928

9/22/1928/6 The M.V. "Silver Wave" of the Arctic Trading Co., on the Nome-Kotzebue run, was aground at Spencer Point on Sept. 14th and remained fast for two days before being pulled off by the "Donaldson" and towed to Teller. The "Donaldson" was pulled from the Nome-St Michael route and the scho. "Good Hope" took this route over until repairs made to "Silver Wave."

12/10/1928/ The M.V. "Silver Wave" left Ketchikan for Seattle on Dec. 1st. and has not been reported since....

12/18/1928/6 "Silver Wave", 80 ton M.S., reaches Seattle today. Ran into many storms on the way down and bounced off a rock about 5 miles below Watson Rock in Grenville Channel on Dec. 5th, during darkness and snowstorm.
Capt. Chas. Strand, in command.

11/14/1930/8 Being towed from Nome to Seattle by the S.S. "Arthur J. Baldwin", Capt. Edward G. Baker. This is believed to be the longest tow in the history of Alaskan waters. (Capt. Bob Doyle & crew of 5 on "Silver Wave")

- 3/3/1932/7 VG pict. of "Silver Wave", Capt. Eldred Hansen
She is to go to the Cocos Islands to search for treasure
under Col. J.E. Leckie and 15 others.
- 5/13/1932/7 "Silver Wave" will come North after her treas-
ure hunt to the Cocos Islands.
- 9/16/1937/6 "Silver Wave" Capt. M.B. Dahl, gen. frt. vessel
arrived in Juneau today with frt.
- 10/9/1937/6 Reported that the A.S.S.Co. has purchased a
60' boat for the Lynn Canal run out of Juneau. The name
is believed to be "Silver"
- 10/16/1937/8 M.V. "Silver Wave", Capt. M.B. Dahl arrived in
Juneau to go on the Lynn Canal run for A.S.S.Co. She will
connect with steamers here and shuttle to Haines and Skag
Built 1925 at Seattle. Dahl bought her last June from
the Northwestern Livestock Corp. of Nome.
- 11/29/1937/6 "Silver Wave" to go off the Lynn Canal run
Dec. 10, and A.S.S.Co. strs. will run up " " for winter.

SILVER WAVE

P.C.A. ③

M.B.Dahl's.

- ① Stbd. broad, at Northland dock, Juneau.
- ② Stbd. broad, speed, near Battery Ids. W. Narrows.
3. At Lake Union berth 1958 (PCA-10)

Story of grounding, etc. Book 30; Pages 52-75

Book 32.

SIMON B. BUCKNER

P-2 Type transport.

1. Port bow, close-up. V.G. (Mag. cut)

Book 31.

SILVIA ONORATO

Italian Freighter.

1. Stbd. qtr. from above on Goodwin Sands. (Mag. cut)

SIMON J. MURPHY

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

1380 tons, built at West Bay City, Mich. in 1895 by
F.W.Wheeler & Co.

In 1901 she was brought to salt water by the M.S.
Dollar Co. of S.F. and renamed the MELVILLE DOLLAR.

1907 sold to the Tallac Co. S.F. and named TALLAC

1916 sold to East Coast owners and out of registry
in 1920.

Carried 1200-M ft. lumber and had 650 h.p. triple-
expansion engine, built by builders.

SIMON FOSS

Album 13.

Foss L. & T. Co.

Book 29

Diesel tug.

"Alice"

1. Stbd. broad, speed, Seattle Hbr. VG

2. Before and after. Good. Magazine cuts) P.M.B.

Ex "Alice"

HISTORY BOOK 35; Page 33

See good yarn in **PMB** Jan. 1952 pages 26 & 27
Has a 175 h.p. Superior diesel.

SIMON VON UTRECHT

New German M.S. '55

1. Pict. and info.

Album 43.

2. VG porthole pict.

(PHP--4)

SINALOA

Danish M.S.

1. VG porthole pict.

(PHP--4)

See info.

(Book 45--pp 13)

SINTRAM

No. 115575
Sailing Ship

1. No picts.

Built 1877 at Freeport, Me. 1495 ~~lflflf~~ net; 1656 gross;
215.4' x 42.9' x 24.2'

Album 26

SIR JAMES DOUGLAS

Old freight steamship

From Lewis & Dryden

1. Stbd. near broad, at dock. (620 neg.)

SISKIYOU

~~Pacific Coast Wooden Steam Schooners.~~

~~Lyman~~

884 tons, built 1912 by Matthews at Hoquiam for the
E.K. Wood Lmbr. Co. of S.F.

Carried 1150-M ft.

Had 800 h. p. triple ex. steam.

Early 30's to Hansen Trans. Co. Los Angeles and
later to Geo. Abeling, of S.F.

Went to sea in 1938 and was scrapped in 1940.

Her hull is now a part of breakwater at Pt. San Pablo
near Richmond, Calif.

SITKA

Paddle-wheel str.
1st on Pacific.

ALASKAN (Sitka) 3/28/'91 says that according to Proceedings of U.S. Naval Institute Vol. XV No. 3. an article written by Lieut. Cmdr. F.P. Gilmore (Who was a Lieut. on the old "Jamestown" when she was stationed at Sitka 1879 to 1881) the first steamer built on this coast, to ply the waters of the Pacific Coast of N.A. was built at Sitka in 1847. She was a paddle-wheel str. 37' x 9' x 3.5' and after being built was shipped to S.F. on the deck of a sailing ship. Her trial trip was made Nov. 15th of that year and after a few trips to Sonoma, Santa Clara and Sacramento, she was placed on a regular route on the Sacramento River and her name was changed to "Rainbow" She was finally lost in a gale while at anchor in S.F. Bay.

P.C.A. 6.
Album 24.

SITKA

Goldsteins Halibut.

1. Port broad, travelling in Alaskan waters.
2. Stbd. broad, at Cold Storage Dock, Juneau, May, '49

SITKA

No. 116253
Old schooner
Sitka 1871

9/27/'71 Registered as a 'New Vessel' at Sitka. Capt. A.T. Whitford, and owner Henry Theine. 9.85 tons.

Registered at Sitka 9/27/71 as a new vessel

Arr. Sitka 3/10/1892 from Lituya Bay with Morris Orton, one of the Juneau party of 8 men reported missing--all the rest were O.K. at Yakutat. She was commanded by Capt. Wm. Roberts. Mr. Orton is a partner of Mr. Olds, owner of the Occidental Hotel.

4/27/'89 ALASKAN (Sitka) says she was sold to W.P.Mills who operates a store at Hoonah, and Capt. J.W.Johnson. 17.44 gross; 16.57 net; 43' x 13.3' x 5.2'

ALASKAN (Sitka) 8/3/'89 says owner W.R.Mills and Capt. James McKean, arr. Sitka from Yakutat wher Mr. W.P.Mills runs a store.

4/4/'91 Owned by W.P.Mills and under Capt. F.E.Dixon, was
to go sealing this year.

Book 32

SJS II

Sitka seiner.

1. Port broad, at anchor, Sitka. (Mag. cut.)

Launched in July 1943 at Sitka from the boatshop of the Sheldon-Jackson School. Designed and built by the students under the supervision of Andrew Hope.

56' over-all x 15' x 6' and powered with a 60 h.p. (Industrial) Atlas-Imperial Diesel 4-cyl. $6\frac{1}{2}$ x $8\frac{1}{2}$ bore and stroke. She does 8 knots at 500 rpm.

The Navy had taken over the old 48' SJS and the new "Princeton Hall" which was just completed when the war began. The SJS II carries 800 gals fuel.

The school had asked \$10,000 for the SJS and had received only \$8200 from the Navy. The new SJS II is valued at \$20,000.

S. J. ZIDELL

Ex "Pac. Explorer" ~~g~~"

See cards on "Pacific Explorer" BOOK 44; pp 39

SKAGIT

Am. Barkentine
1906

10/26/1906 she was on the rocks on Cape Beale, deserted and going to pieces. Capt. L. Ross and the cook were drowned trying to swim ashore; rest of crew made the swim O.K. Capt. L.W. Ross mistook Cape Beale Light for Carmanah She was lumber-laden for S.F.

Book No. 33
Album 14.

SKAGIT BELLE

ATS stern-wheeler.

Book 29
Album 28

1. Stbd. broad, speed, as ATS frt. carrier. VG
2. Port broad, speed, ATS colors. (Mag. cut)
3. Port bow, speed, smoke. (Mag. cut.)
4. Racing "Skagit Chief" and "W.T.Preston" 1950
Page 6; Jan. 1951 SHIPS & SAILING
5. Good air view; speed.

Built at Everett in 1941 500 h.p. steam; 550 tons
164' long. 555 gross; 513 net; 164.5' x 40.3' x 6.7'

MORE INFO. BOOK 36; Pages 55--80

To be built 1935 for Mrs. Grimson. BOOK 44; pp 9

Album 14.

SKAGIT CHIEF

Old stern-wheeler.

1. Port, broad, speed; lots of smoke; flags. VG
2. Racing "Skagit Belle" and "W.T.Preston" Page 6
Jan. 1951 SHIPS & SAILING

Built on Lake Union in 1935; 502 tons; 400 h.p.
165' long.

MORE INFO. BOOK 36; Pages 54--55--80

Sinked while being towed to Portland by the "Martha Foss".
(PWB Nov. 1956 pp 30) off Grays Harbor.

SKAGIT CHIEF

Old Stikine River
Wet-ass 1898

1. No picts.

Worked the Stikine River from Wrangell. Late 1896's
She and the stern-wheeler "Glenora" were sold at Sherriff's
Sale Oct. 6, 1898 ---this one went for \$2600. to a Mr.
Manning of Tacoma. Sale was conducted on Chief Shakes Id.

July 27, 1898 she was in Wrangell commanded by Capt.
Al Gray who was a brother to Capt. W.P.Gray of the "Casca"
also working the Stikine.

She ran on Blakely Rocks Dec. 2, 1901 during a blow and
was badly damaged.

Album 15

SKAGIT QUEEN

Old stern-wheeler

1. Port, broad, slow, near shore; trees.

VG

See card on HENRY BAILY for info. on this vessel.

SKAGWAY

A. S. S. Co.

"Eureka"

"Stanley Dollar"

1. No picts. (???) (See back of card)
- 2/ Pict. of her on fire at sea. P.C.A. 6; pp.80

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

She may have been of become the "Stanley Dollar"

D.A.Disp. 8/13/1916 pp.2 Str. "Eureka" of P.C.S.S.Co.
recently purchased in N.Y. by A.S.S.Co. will be brought
back to the West coast and renamed the "Skagway"

NOTICE: The Blue Book lists the "Skagway" as the former
"Stanley Dollar" so there may be a typographical error
on the "Eureka" part of the above---Blue Book 1923

PHP 2.

SKANSONIA

Pt. Defiance Ferry

1. Near broad from above. (Porthole)

History in 1947 DIARY Page. Feb. 14

1. Stbd. bow, from air. (Newspaper clipping)

SKOOKUM

Sm. tug. Comm. Ship. Rep.

1. Good pict. in Book 37; page 74.

SKOOKUM

P.C. Album ①.

Sm. gasboat. Tay's

①. Stbd. broad, at old piling, Juneau in late 1920's

PHP 2
Album 14.

SKOOKUM CHIEF

Puget Sound Frt. Lines.

1. Port, broad, speed, Puget Sound scenery. VG
2. Stbd. broad, speed/ (Porthole)

360 h.p .

History in 1947 DIARY Page Feb. 3.

Stern re-designed---picts. and story. pp. 19 June '55 PWB.
V.G. pict. and info. pp. 7; P.W.B. Aug. 1955

SKOOKUM CHIEF

P. Sd. Frt. Lines

1. Pict. and info. 1955

Album 43 pp. 4.

SKOOKUM LOGGER

New, Small P. Sd.
tug.

1. Pict. and info. page 11, P.W.B. Apr. '53

PHP ③

SLAMAT

Pass.-cargo, motorship
Java Pacific Line

① Port broad at pier. (Porthole)

Built in Rotterdam, Holland in 1948 she is a twin-screw diesel powered vessel, 515' long with a gross tonnage of 9827 and a dead-weight tonnage of 12,295. Accomdations provided for 35 pass. Was in Seattle first week Oct. '51.

SLEEP ROBBER

New seiner-trawler
(Fred Kohse. B.C.)

1. V.G. picts. and info. (PWB Sept. 1957)

SLOCUM

Album 8

Lg. U.S.A.T. tug.

Book 32

1. Stbd. broad, at Seattle Pier as U.S.A.T. Tug/
Two stacks and two chevrons on foreward stack.
2. About the same as above but (Mag. cut)

Wrecked early in 1943 without loss of life. Survivors
picked up by U.S.E.D "Cavanaugh" One seaman badly
injured.

Book No. (33)

SLO-MO-SHUN IV

Worlds fastest speed
boat in 1950

1. Port broad, speeding in Lake Wash. (Mag. cut)

Hydroplane designed by Ted Jones and built for Stanley S..Sayers broke 11 year record held by Sir Malcolm Campbell's "Blue Bird II" set in 1939 in British waters.

Clocked an average of 160.3235 m.p.h. on Lake Wash. Top speed was 163.785 m.p.h. Campbell made 141.47 m.p.h with his craft.

Renamed the "Miss Seattle" she has a 1500 h.p. engine.

Speed records; Book 37; page 71

Info. only Book 43; pp. 11.

SMITH

Yukon River steamer

1. No picts.

See "Lieut. Smith"

Book 32

SMITH

Album 11.

Book 31

Mail, Frt. Pass.

1. Port, broad, speed, at sea. Rebuilt sub-chaser. G
2. Stbd. broad, speed, (Mag. cut) Good.
3. Stbd. qtr. sinking Aug. 1951. (Mag. cut from P.I.)

Owned by Emard Pkg. Co. formerly a coast Guard patrol boat. 110' x 15' x 5' 11" 83 tons displacement.

Has three engines----a 125 h.p. Cummins replacing the center gasoline engine of 175 h.p. The others are still in her. Swings a 42 x 27 inch wheel and when operating alone can drive the vessel at 9 knots. Has a three to one reduction gear.

Owned by Government in 1925 and listed as built 1917 at Jacksonville, Fla. as the "S.C.155"

SOME INFO. IN BOOK 30; Page 75

- Emp. 11/5/1925 C.G. "Smith" transferred from Ketchikan to Seattle.
- Emp. 11/17/1925/2 C.G. "Smith" disabled off Cape Blanco and was picked up by the st. sch. "Celilo" and being towed to safety.
- Emp. 11/19/1925/6 More on "Smith" Made Astoria. Hit 90 mile gale. Water came down stack and stopped engines.

SMOKWA

1956 Can. ferry

1.

M.D. 5/5/1956-- Black Ball Line's new ferry, towed from Halifax, N.S. for Horseshoe Bay-Gibsons service has been renamed. Made her trial run on the course last Wed. Name is Indian and means 'Blue Heron' (Coincides with name of MS "Kahloke" on Nanaimo run which means "white swan")

Built 1946 at Pictou, N.S. as the "Scotian" for the Halifax-Dartmouth run. She is a steel double-ender, 150' long and steam powered.

Towed around through Panama Canal---the "Superior Strait" picked her up at Balboa and towed her north to Van. B.C. Her 3 skippers on the run are Capt. Geo. L. Whitehurst; Capt. Geo. Wootten and Capt. Ian Scott.

SNOHOMISH

C.G.C. tug.

10/3/1931/2 Foss Co. bought the "Snohomish" and will convert her to a tug. (V.G. full accts of her history)

3/19/1935/6 "Snohomish" converted to a tug by P. Sd. T & Barge Co. and is about ready to go. U.S. Steamboat Insp. pronounce her 1500 h.p. boilers O.K. Master is now Capt. Alex 'Buster' Halstead.

VG Pict. making longest tow 1947 (N.B. 21; pp 102)

PICTS. Info. for sale, etc. BOOK 44; pp 42

Album 12.

Book 29

SNOHOMISH

Album 6

U.S.C.G.C. Tug.

Album 7.

1. Stbd. broad, speed in Puget Sound. As C.G.Cutter. VG
2. Stbd. broad, at Pacific Marine Supply, as Canadian T.
3. Port, broad, slow, as Canadian tug. G.
4. **Stbd. broad, at anchor Alaskan waters as C.G.C. VG**
5. Stbd. broad, still near shore.
6. Stbd. bow, as C.G.C. (Mag. cut) Good.
7. Pict. and info. (Book 43; pp. 51)

Some info in 1947 DIARY Page. Jan 9.
More in 1947 DIARY Page Feb. 14.

Built 1908 at Wilmington, Del. as a life-saving tug for U.S. Revenue Cutter Service to be used at Port Angeles and Neah Bay. Sold out of the service to Carey-Davis in the early or mid 1930's who used her very little. They sold her to the Island T. & B. of Victoria, B.C. In 1943 she was requisitioned by A.T.S. and returned to her owners in 1944.

795 tons disp. 152' x 29' x 17.6'

SNOQUALMIE

Album 11.

Seattle Fire Boat.

1. Port, broad, slow in stream, two stacks. VG
2. Stbd. bow backing away. (From Lewis & Dryden)
3. Sold in 1935. (Book 44; pp. 21.)

SNOW & BURGESS

Sq.-rigger---schooner

V.G. complete history of this famous vessel. (Book 44;p.26)

1. VG porthole pict.

(PHP--4)

SNOW MIST

Whiz cannery tender

1. VG. At Warm Springs dock 6/3/56
2. On N.C. Co. ways. 1957

(PCA--7)
(PCA-10)

Post Card Album 1.

SOCAPA

Grt. Lakes Ore carrier.

1. Port, nearly broad, speed, on Great Lakes.

SOLANO

Pacific Coast Wooden Steam Schooners

Lyman.

943 tons; built at Raymond, Wn. by Andrew Peterson in 1913. Carried a million ft. and had triple exp. eng. of 650 h.p. made at United Engineering Wks.

Was owned by a single-ship corp. of S.F.

After 1920 she was operated by the Hart-Wood Lmbr. Co. and in the '30's passed to the Beadle S.S.Co. who later (1940) sold her to Lawrence Philips, who in turn resold her to the Soland S.S.Co. of S.F.

SOL DUC

Album 2

Book 29

Med Pass. Str.

- | | | |
|----|--|----|
| 1. | Port broad, slow, close. Puget Sd. Pass. | VG |
| 2. | Port broad, slow, close. (Mag. cut) | |

Built in 1913 at Seattle. 1085 gross; 667 net;
189' x 31.5' x 22.6' For the P. Sd. Nav. Co. and used on
the Seattle-Port Angeles-Victoria run. until 1928 when she
was replaced by the "Iroquois"

Scrapped July 1948 at yards of Victoria Salvage Co.
at Everett.

(Used on the Seattle-Bellingham run after 1928 and
until she was abandoned in 1935.

SOME INFO. BOOK 35 Page 32

Add that she replaced the "Whatcom" after being commission-
ed. Was retired in 1930 and laid up in Eagle Hbr.
In 1913 she went aground just S of Marrowstone Pt. and
was on the beach all day. Capt. Louis Van Bogert was 1st
Mate on **ROBIE** at the time and helped refloat SOL DUC
She was aground again on her first trip on Anacortes-Bell-
ingham run in 1928 at Evey's Landing between Admiralty Head
and Partridge Pt. in dense fog. Went on at 07:00 and came
off at 15:15, leaking but made it to Seattle and drydocking
under her own power.

SONOMA

Old Bark

1. No pictss

Info. and History Book 35 Page 42

Book 31.

SONTAY

French liner.

1. Partial view, sinking, people leaving. (Mag. cut)

SONYLETTE

Album 12.

Small steam tug.

1. Stbd. broad, speed leaving dock. "Hunter" in pict. G

SOPHIA

Album 23.

Sm. old Hbr. tug.

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

Mentioned in 1947 DIARY Page Jan. 23.

Book 38

SOPHIE CHRISTENSEN

No. 117099

Album 6.

Four-masted cod-fisher.

1. Port, broad, at pier, Seattle, sticks intact. VG
2. Two picts. one fairely good.
3. One in D.D. and other assisted by tug. (PCA--7)

M.D. 5/27/50 Sold by Capt. J.E.Shields to Tahsis Co.
Ltd. of Nootka Sd. B.C. for service as log barges, along
with the "C.S.Holmes"

Retired and was up for sale as a house-boat at
Poulsbo, Wn. M.D. 9/27/'47

M.D. Oct. 28, 1950 says she recently came into Tacoma Hbr.
as a barge with half a million ft. of lumber on her---in
tow of a Canadian tug. She is now owned by the Gibson
Sawmills of Tahsis, B.C. and is used out of Nootka Sd.
Probably her last trip to the Sd. she is to be used from
Nootka Sd. to B.C. ports.

Built at Port Blakely by the Hall Bros. in 1901
180.5' x 38.75' x 13.4'

6/13/1939/6 Ashore at Port Moller in sands with 47 men on
board. "Matilda Foss" pulling & C.G. "Hermes" stands by.
ships officers.

Emp. 8/22/1921 Capt. McCarron of the sch. "Sophie Chris-
--- murdered at sea---by her Jap cook. She was enroute
from Grays Hbr. to Callao. The cook was then killed by

SORREL

C.G. buoy boat

1. VG. Fantail---towing "Watres" out of Wash. Bay. 3/27/55
(PCA--7)

SOTOYOME

Pacific Coast Wooden Steam Schooners;

Lyman

554 tons; built 1905 by Andrew Peterson at Albion Calif. for the Albion Lmbr. Co.

Was a three masted gas-schooner and carried 750-M ft. lumber. and had two 3-cylinder Union gas engines burning crude oil and driving twin screws.

Had a short career, though no record of her fate has turned up.

XXX

Album 16.

SOUIX

Old P. Sd. pass str.

1. Stbd. broad, upright on sand bar. Nearly dry.
2. Stbd. qtr. from beach; two tugs assisting.

Story on Page 57 in Book 36

SOUND

Album 13.

Old steam tug.

1. Stbd. broad, speed, old Seattle waterfront. VG

Now "Carl Foss"

No. 252167

SOUTHEASTERN

P.C.A. 4

Med. Frt.

Book 29

1. Stbd. broad, at J. Gold Storage. "Sitka" ahead.
2. Stbd. broad, at Northland dock, Ketchikan.
3. Stbd. bow, at Northland dock, Ketchikan.
4. Port broad, in stream, Ketchikan. Schallers.
5. Stbd. bow, at dock. (Mag. cut)

Built 1944 445 gross; 232 Net; 125' x 30' x 12.2
Steel hull: Two 300 h.p. Union Diesels. Built for Navy
and designated general freight and ammunition lighter.
Converted to reefer by Briggs.

M.D. 12/10/49 Not bidding by Nick Bez, P.A.F. San Juan,
and a Peruvian outfit ended with Del Mar Products getting
her on a bid of \$78,500 She will fish for Del Mar under
the Peruvian flag.
6/7/1947/8 Apr. Juneau today on initial trip for Briggs
S.S.Co. Capt. Alex Barov.

Built during World War II for the Navy as a small coast and inter Island frt. vessel.

132' long and owned by P.G. Briggs.

Bought by Briggs who organized the Briggs S.S.Co. and tried to inaugurate a frt. service from Prince Rupert, B.C to Southeastern Alaska ports in 1947. His firm was short lived due to lack of support by Alaskan towns and the high cost of operation, etc. and the vessel was laid up in Seattle. Then during the summer of '48 she was used on special cannery frt. hauls to the Westward. Later during the Maritime strike of 1948 she was pressed into service again on Alaska frt. hauls. Early in Oct. she ran aground on Under Island 295 miles north of Vancouver with a load of northbound frt. on board and in command of Capt. R.W. Kellow of Seattle. She was refloated and towed to Vancouver, B.C. and repaired.

MORE IN 1947 DIARY Page Jan 24.

M.D. July 9, '49 says powered with twin 300 h.p. Union Diesels. Will be sold at Marshall's sale July 18 at 10:00 at Federal Courthouse in Seattle.

(2)

SOUTHEASTERN

Briggs S. S. Co.

10/4/1948/6 Is aground at Kiltik Cr. No. of Nanaimo, B.C.
since 07:30 today. Holed, but later refloated and is
heading for Van. B.C. for repairs.

SOUTH BAY

Pacific Coast Wooden Steam Schooners

Lyman

438 tons; built 1901 at Tacoma by the Tacoma Ship building Co. for the E.J. Dodge Co. of S.F.

Had a compound engine from the Fulton Iron Works and carried 500-M ft. lumber.

In 1917 she was rebuilt as a dredge by the Std. American Dredging Co. of Philadelphia and foundered off Tampico, Mexico Oct. 29, 1917

SOUTH COAST

~~Wooden Steam Schooners of the Pacific Coast~~

~~Lyman~~

285 tons, built 1887, at S.F. by C.G. White with no record of her early ownership.

Carried 300-M ft. and had 190 h.p. compound engine by H.S. & Hayes.

In 1917 was owned by the South Coast S.S. Co. and in 1919 by Hobbs, Wall & Co.

Wrecked 16 miles south of Cape Blanco, Ore. Sept. 16 1930

SOUTH DAKOTA

Large ocean liner
Sister to "Minnesota"
James J. Hill.

1. No pict. Aug. 1948

Built 1905 as a sister to the "Minnesota" for James J. Hill of the Great Northern Railroad. Came around Cape Horn and entered the Oriental trade along with her sister. Lost in 1907 when she crashed on the rocks off Shirahama, near Yokohama, Japan and became a total loss. 20,602 gross; 13,121 net; 622' x 73.5' x 19' 10,000 h.p. steam. Built at New London, Conn.

SOUTHERN CROSS

Ex. A.S.S. "Denali"

1. See pict. and info. LOG Aug. 1955 pp. 69

SOUTHERN CROSS

New Irish liner

1954

1. Pict. only

Album 43 pp. 3.

SOUTHERN SEAS

Palatial 1920 yacht
Used in South Pacific
in War II

1. VG account of her loss with 200 other vessels in a
storm on Buckner Bay. (Note Book No. 23.)
page 10 to 14)

SOUTHOLM

Veteran Canadian
coastal freighter.

1. No picts.

Built 1919 at Fort William, Ont. as the "E.D.Kingsley"
In her early days she operated between B.C. and Calif.
ports. 1208 gross; tons.

Bad luck seemed to haunt her during a 5-month period including late 1944 and early 1945. She was at Victoria on 3 occasions during that time for repairs. Once as a result of a collision with a frt. in P. Sd.; later as result of severe buffeting taken during heavy storm; and again after grounding in the Queen Charlotte Island area.

She is currently at the Ogden Point docks in Victoria being dismantled and it is deemed certain the ancient hull will be sent to the scrap heap.

M.D. Nov. 18, 1950

M.D. Nov. 25, 1950 says she is to be cut down to a barge and will carry concentrates from Britannia to Tacoma. Stripped of her engines and propeller at Victoria she will be towed by tugs of the Straits Towing Co.

SOUTH PORTLAND

No. 126340
Old Coastal steamer

1. No picts.

Built 1883 at Grangemouth, Eng. as the "Dawn" Later re-named "Caroline Miller" 909 gross; 579 net; 800 h.p.
180.2' x 29' x 19.7' Crew of 20 men.

COUNCIL CITY NEWS Jan. 30, 1904 says she was wrecked on the Oregon Coast Oct. 19, 1903 Owned and operated by the Boston-Alaska S.S.Co.

NOME NEWS Dec. 29, 1903 says she hit a reef near Marshville Ore on morning of Oct. 21st and sunk quickly. 17 persons are missing. Capt. McIntyre and most of the crew made shore. A hearing found Capt. McIntyre responsible for the wreck. Testimony proved he was the first person to leave the sinking ship.

Was at Nome July 1, 1901

D.A.Disp. 2/20/1903 Pacific Alaska Trans. & Coal Co.
has bought the str. "South Portland" and will place her on the Seattle to Dutch Hbr. run about Mar. 15th. 1903

SOUTH PORTLAND

Old Alaska steamer.

PSM Newsletter #131 June 1961

Extract from old issue of N.Y. Maritime Register:

SS "South Portland" Astoria to S.F., was totally wrecked on a reef off Bandon, Ore. Oct. 20, 1903. Capt. McIntyre, the cook, one sailor and 3 pass. saved. The remainder of crew & pass. (36 in number) were drowned. (10/21/1903)

Oct. 28, 1903 issue: "Marshfield, Ore. Oct. 22. Only 17 of the 39 persons on the SS "SOUTH PORTLAND" which hit on Blanco Reef, reached shore. 21 are missing and probably lost. Most of the pass. from Eastern States were bound for Calif. The SS "SPOKANE" at S.F. from Seattle, picked up 4 survivors, (2nd Officer & 3 seamen) from a raft about 147 miles S. of Cape Blanco. Also sighted an empty boat.

In spite of several disagreements as to the No. of people on board, this info is great addition to files.

She was operated between Seattle and St. Michaels, Alaska, in 1898 for the Boston & Alaska Trans. Co. and later for the Progresso SS Co. of S.F. and the Pioneer Line. She

was commanded by Capt. James Dorie and Capt. Rouse at one time or another.

Originally built by Dodson & Shanks at Grangemouth, Eng as the iron S.S. "Dawn" gross tonnage of 622 and dimensions 185' x 29' x 13' Single screw driven by two-cylinder compound engine. Renamed "CAROLINE MILLER" and later named "SOUTH PORTLAND" (probably for suburb of Portland, Maine) before coming out to the Pacific Coast for the gold rush.

(P Sd. M.H.S.) has pict. "yacht-like white steamship, with peculiar hull design. Had a lengthy poop deck, raised about 4', evidently in order to provide covered headroom as far aft as possible. Had two well-raked masts, each with cargo booms serving single hatches, a single thin funnel and 4 lifeboats. Sleeping capacity reported at 240 persons.

SOVEREIGN

Yukon River steamer

1. No picts.

Built 1898 at Ballard by the Columbia Nav. Co. Towed
from Seattle to St. Michael by the S.S. "Lakme" Ran from
St. Michael to Dawson in 1904. (She was one of the ships
that had been wrecked on the Nome Beach in 1900 but was
later fixed up and put back in condition.)

SPEEDWELL

~~Pacific Coast Wooden Steam Schooners~~

~~Lyman.~~

914 tons, built 1912 by Kruse & Banks, North Bend,
for A.F. Estabrook, of S.F.

She carried passengers as well as lumber.

Had 500 h.p. triple ex. steam

Sold to Otis Manufacturing Co. of New Orleans, 1918
and dropped from registry in 1921.

SPOKANE

No. 116378
Schooner in the
Pacific Trade

1. No pict.

Capt. P.A.McDonald says she made passage Honolulu to Cape Flattery in 1899, in 8 days, 16 hours. Sailed 2288 miles.

Built 1890 at Port Blakely, Wn. 639 gross; 570 net; 183' x 38.5' x 13.2' Crew of 9 men.

NOTE: She may have passed to the Alaska Packers Assn. and been re-rigged as a ship---leastwise there is a record of a 'ship' of that name ~~trapped in Alaska 1902~~ (4-master) that rammed and nearly sunk the old C.G. "Bear" June 8, 1904 off Pt. Reyes.)

SPOKANE

Album #3.
Album 17

Album 21.
Album 23

Album 25.

Pacific Coast Co.
Alaska Pass. Str.

1. Stbd. bow, speed, at sea, black smoke. Verticle G.
2. Stbd. nearly broad, foreward, sunk in Plumber Bay. near Seymour Narrows. Wrecking str. "Salvor" aside her. Had hit Ripple Rock. Album 17.
3. Stbd. qtr. Nose ashore, trees, slight list.
4. Stbd. bow, Pres. Roosevelt on board 1903, Tacoma.
5. Stbd. after half; sunk Plumber bay.
6. Stbd. near broad. Post card of (2) above.

11/11/1906 papers say she was to be lengthened 44' which will make her 324' long and add 671 tons to her cargo capacity. Will carry 314 First Class and 60 in 2nd Class passengers.
 D.A. Disp. 2/12/1907 She hit on Duncan Reef in Strait of Juan de Fuca, near Cape Flattery, yesterday, and was holed Pumps took care of leak and she returned to Seattle for repairs. Was enroute to S.F.

Built 1902 at S.F. Calif. for the Pacific Coast
S.S.Co. and passed to their successors the Adm. Line about
1916. Renamed "Admiral Rogers" 2277 gross; 1350 net;
270.1' x 40.1' x 17.3' She was used very little after
1928 and in 1930 was laid up with other vessels of the
fleet when the company went into receivership. Was still
laid up at Kenndale, (Lake Wash.) in 1949
FULL STORY OF 1911 WRECK IN SEYMOUR NARROWS (See D.A.Disp.
July 1, 1911

May 20, 1912 says Capt. Jim Carrol died. Had com-
manded "Idaho" then "Ancon" then "Cottage City"
DAILY ALASKA DISPATCH Aug. 1, 1911 says "Spokane" hit
on east shore of Seymour Narrows at 23:00 June 29, 1911
and was beached in Plummer Bay where she promptly sunk.
Two women, Mrs J.E. Strauss of Philly, Pa. and Mrs Gardner
Williams of Wash. D.C. were lost (got excited) Capt. Guttli
and Pilot McGillivray on bridge. Full speed---tide swells
caused accident. Had 160 pass. Cost \$580,000 to build
In 1906. Reloated by Capt. W.G. Logan on Salvage str.
"Salvor" on July 26, 1911. Capt. James Guttli, commander,
and owned by the P.C.S.S.Co. (Spokane)

P.C.S.S.Co.
"Adm. Rogers"

D.A.Disp. 7/3/1911 Mrs. Gardner Williams was lost over the side in Seymour Narrows when the accident first happened and Mrs. J.E. Strauss got excited when the str. was beached and jumped over board. She was rescued but later died of exposure and shock. Both were rich old ladies from the East (Wash. D.C. and Philadelphia)

The str. "Admiral Sampson" took off the passengers.

D.A.Disp. 7/6/1911 says Str. "Spokane", Capt. James Guptil left Seattle 6/28/ at 21:00 for S.E. Alaska ports with 160 pass. mostly well to do Easterners. She hit Thurs, 6/29/ at 23:00 and began taking water immediately; Capt. Guptil headed for the beach in Plumper Bay and beached her---she contacted bottom about 40 yds. off. Settled by the stern in 45 minutes from time she first hit. The Williams woman had fainted on deck and was taken below to her room by friends. In the excitement and pan-ick she was forgotten by her friends and drowned in her stateroom when the vessel settled on bottom. The other lady, Mrs. Strauss, had on a life preserver when she

went over the side, was rescued and later on shore she complained that the life-preserver was too tight and died shortly afterwards on the beach of a heart attack. She cost \$580,000 to build about 5 years ago.

D.A.Disp. 7/26/1911 She was floated by the str. "Salvor" yesterday and will be towed to Seattle for repairs.

D.A.Disp. 10/4/1913 and 10/6/1913 First report said she ran aground at 22:00 on 3rd. on Cape ~~Lafo~~--refloated and proceeding to Seattle. Her pass. transferred to the str. "Latouche", Capt. Jerry Flynn. Capt. E.H. White on "Spo" Had load of canned salmon and was headed South. A later report said that a wood chip had gotten in the sea suction and held check valve open. Chief Eng. J.C. Dumett and his gang worked in water to their waists to clear the check valve. The boat listed and the pass. were transferred as it looked like she would sink. She was heading for the beach when the Eng. crew stopped the leak.

D.A.Disp. 4/17/1915 "Spokane" rammed and sunk the launch "Billy 2nd" in Rosario Strait, early on the morning of Apr. 14, 1915. Had no lights; 3 men on board; 2 saved Wm. Olson was drowned in his bunk.

(3)

SPOKANE

P.C.S.S.Co. str.

- 8/28/1915 pp.8 She and the "City of Seattle" will be converted to oil burners this coming winter.
- D.A.Disp. 10/3/1915 Rumored that she was wrecked; Capt. Johansen, commanding. Paper offices besieged with calls Found to be a false rumor---the vessel was O.K.
- D.A.Disp. 4/12/1917 pp. 6; "Spokane" was on the rocks in Rose Inlet for 7 hours. No details yet.
- D.A.Disp. 11/23/1917 The S.S."Spokane", Capt. Archie McKay went ashore on Idol Pt. in Milbank Sound about midnight last night---southbound. Pass. being landed on shore through the surf.
- D.A.Disp. 11/25/1917 One man was lost on the "Spokane" All 269 pass. had been transferred to the "Princess Mary" and he got excited and jumped overboard! "Pr. May"
- D.A.Disp. 11/28/1917 "Spokane" may float off tomorrow, but "Mariposa" has broken in two.
- D.A.Disp. 12/1/1917 Tugs "Georgia" and "Warrior" pull her off and tow her to Bella Bella.
- D.A.Disp. 11/24/1917 Will try to salvage "Spokane" etc.

Empire: 3/26/1920/3 Capt. F.H. Douglas says the "Spokane" came up behind his boat the 7 ton, "Photo" with 5 people on board and ran her down off Potter Rocks in Tongass Narrows. The boat was damaged but no one was lost.

Emp. 10/21/1921/6 "Spokane" disabled near Swanson's Bay B.C. and was drifting near shore when picked up by the fishing vessel "Celtic" and towed to Carter Bay. She later made repairs enough to get to Ketchikan.

Emp. 11/19/1921/2 S.S. "Spokane" 150 miles at sea off Alaska, enroute from Skagway to Seattle, was attacked by a veritable cloud of mosquitoes. V.G.

Emp. 3/8/1923/6 "Spokane" named for Rear Adm Gustav Barron Rogers.

A/S Jan. 1960 pp 4. (Letter) calls her "City of Spokane"???

SPORTSFISHING BOATS

Coast of U.S. (W.)

- | | | | |
|----|--------------|--------------|----------|
| 1. | "Sea Angler" | Colored P.C. | (PCA-10) |
| 2. | "Dutchman" | Colored P.C. | (PCA-10) |

SPRAGUE

Larges Miss. River
tug. St. Wheel.

1. Stbd. qtr. (Mag. cut)
2. Port broad. (Mag. cut)
3. Capt. Eugene N. Hampton and 12' steering wheel.
4. Close up under stbd. qtr.

2,3,and 4 above are in Book 33; page 14 and 15.

Built in 1902 by the Dubuque Boat and Boiler Works

267' long. Her stern wheel was 36' in diam. and 40' long. Had a 12' stroke of condensing engines due to massive pitmans. She was the largest towboat ever built for river work and in her day was the most powerful. Known affectionally as "Big Momma" She no longer operate on the river. Owned by the Std. Oil Co. of N.J.

One of her biggest tows consisted of pushing 63 barges and 5 fuel flats, carrying 63,363 tons of coal from Louisville to New Orleans in 1905. Operated for the 'Combine'---the Monongahela River Conslidated Coal and Coke Co.

Had compound steam plant which included a low and high pressure cylinder on each side with pistons having a stroke of 12'. Low were 63" diam. and high 28" diam. Rated 1600 h.p. although she could be steamed up to develop 2079 h.p.

Motorship Nov. 1951

SPRAY

Album 11.

Canadian steam tug.
(VE 025 A)

1. Port, broad, backing slow, near water towers. VG

Early Lake Wn. Steam
Scow.---Ferry.

1. Stbd. bow, front end on shore. (Mag. cut)

Built before 1887 on the shores of Lake Wn. and first began her bi-weekly trips with frt. mail~~e~~ etc. from about Madison Park to Issaquah, up Squak Slough (now known as Sammamish Slough.) She had twin screws.

M.D. Sept. 23, 1950

Book 31

SQUALUS

U.S. Navy Submarine

1. Broadside sketch of savlago (Mag. cut)

SQUARE KNOT

P.C.A. 2.

P.C.A. 6.

A.S.S.Co.

Knot type ship.

1. Stbd. broad, at U.S.E.D dock, Juneau.

2. Port broad, speed, below Ketchikan.

Bought by A. S. S. Co. and renamed "Tanana"

(NOTE BOOK No. 1. pp 3-19-43)

SQUARE SINNET

P.C.A. (2)

Northland Trans. Co.

Knot type

1. Port broad, at Northland Co. dock, Juneau.
2. Assisted to Juneau dock by "Trogan" (PCA--7)
3. VG Port broad coming into Juneau dock. (PCA--7)
4. VG porthole pict. (PHP--4)

Known as the ~~001~~- "RL-MAV-1" type dry cargo vessel
Unit of N.T.Co. M.D. May 22, 1948

Bought by A.S.S.Co. and renamed "Tatalina"
(NOTE BOOK No.1.p. 3/19/43)
9/10/1952 She collided with the Panamanian vessel "Cavol-
1d1" off West Pt. P. Sd. Both suffer damages.

S.T.TUGS---(415 Class)

1. "R.Bell-Irving" Pict. only. B.C.tug.
2. PICT. Half-bredth plans. VG BOOK 31; pp 87

S. T. tugs.

Army tugs.

- | | | | |
|------------|--------------|-----------|---|
| 1. | S. T. | 216 | see "Gleaner" |
| 2. | S. T. | 51 | see "Capt. Bing" and "Maj. Chas. Charleboi" |
| 3. | S. T. | 150 | see "Rustler" |
| 4. | S. T. | 361 | see "Cuyamaca" |
| 5. | S. T. | 66 | see "Capt. O.G. Olson" |
| 6. | S. T. | 18 | see "Foss 18" |
| 7. | S. T. | 242 | see "George M. Brown" |
| 8. | S. T. | 216 | see "Gleaner" |
| 9. | S. T. | 69 | see "Eskimo" |
| 10. | S. T. | 11 | see "Kiska" |
| 11. | S. T. | 642 | see "Klihyam" |
| 12. | S. T. | 345 | see "Meteor" |
| 13. | S. T. | 13 | (Tin tug---good at Seattle pier)see ST 13 |
| 14. | S. T. | 39 | see "Kaech" |
| 15. | S. T. | 381 | see "S.T. 381" |
| 16. | S. T. | 91 | see "S.T. 91" |
| 17. | S. T. | 212 | see "S.T. 212" |
| 18. | S. T. | 65 | see "S.T. 65" |
| 19. | S. T. | 86 | see "S.T. 86" |

OVER

Pict. of 'piggy-back' tow pp. 53 in Book 41;

ST 12

Small ATS tug

1. Beer-barrel type. BOOK 32; pp 25

S. T. 13

Album ⑧.

Steel tug.

① Stbd. broad at Seattle Port Pier

Book

32

ST 25

"Beerbarrel" tug
"Zimmerman"

1. Port broad, slow (Mag. cut) Several others on same page.

S. T. 65

Album 8

P.C.A. 2

P.C.A. 3

Small Army tug.

1. Port broad a/s "America" at Seattle Port dock. G.
2. Two. views of her listing out on Army grid, Juneau.
3. Port near broad coming into fingers near "Midas"

Album 12.

S. T. 86

ATS "Tin tug"

1. Port, broad, slow, nearing Army Piers.

VG

S. T. 91

Album (8)

Tuna boat type.

(1) Stbd. bow, speed, West Point.

Album 8.

ST 150

"Edith Foss"

"Dauntless"

1. Port near broad at SPOE as ST 150

S. T. 166

Album 15.

P.C.A. 2

Army steel tug.

Album 24.

P.C.A. 3

1. Port bow, Juneau waterfront; playing fire hoses.

2. In war paint with loaded scow a/s.

3. Eighteen different. Including B.C.L. a/s; breaking ice in harbor and at dolphins, Operations "Mulberry" putting scows on grid; etc. P.C.A. 2.

4. Set of four in Dry-dock.

Late info. ALBUM 30 pp 74

S.T. 212

Album 8.

Small steel tug.

1. Port, broad, slow, Elliot Bay
Kalenberg Diesel powered.

1. Port broad before conversion. (Mag. cut)
2. Port broad, speed after " " " "

ST 359

Album 23.

Album 24.

Sm. ATS ST, tug.

1. On one side of log crib. Ritter in wheel-house.
2. With "415" on other side of crib. Port Protection.
3. Stern deck looking aft at log crib off" " "
4. Original set of Don Nelson's picts of "415" and
"359" towing cribs in 1944.

Book 32

S. T. 381

Album 3

Cannery tender type

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

2. Stbd. broad, speed. Very good. Mag. cut.

P.C.A. 6

ST 382

P.C.A. 2

P.C.A. 4

ATS ST.

P.C.A. 3

P.C.A. 5

1. Stbd. broad; Lawson Creek background. Rag line out. Assisting "166" with Operations Mulberry.
2. Ole bringing an empty B.C.L. down under bridge.
3. Two views of her close-up in Engrs. D.D. Juneau.
4. Five picts. of Ole handling Loaded B.C.L.s.
5. Stbd. broad, good, pulling D.D. July 1948
6. Port broad, V.G. At. "Tacora" raising.
7. Group of 5 picts. taken by Red Lockert from TP 99

ST - 410

S.P.O.E. 72' tug.

1. Stbd. bow, Seattle skyline racing ST-860 Oct. S&S
page 28

ST 413

P.C.A. 6

Sister to ST 415

1. Stbd. near broad on N.C.Co ways.
2. Stbd. broad on N.C.Co. ways.
3. Port bow at Engrs. floats.

Taken over by C.A.A. in Aug. 1949 and brought down from Kodiak by Capt. Bob Haye who took the P-6 (Daisy O) up. P-6 is to be used around Kodiak.

ST 415

Album 23.

72' ATS tug.

Album 24.

1. On one side of crib and "359" on other. Protection.
2. Passing through Cosmos Pass. As seen from ST 359"
3. Stbd. broad, Sea Otter Sound. War paint.
4. Still afloat, on ATS grid.
5. Two views on ATS grid, high and dry.
6. Stbd. broad, as USED in Whindham Bay.
7. Stbd. broad, speed in Sea Otter Sound. War paint.
8. 3 pict. towing 3 scows, Gastineau Channel near Du-Pont Wharf.
9. 3. pict. in El Capitan Pass taken from ST 359.
10. Sixteen pict. taken during crib towing in 1944.
11. 3 pict. of Camp, Francis Lowe and Me. singles of each.
12. Twelve pict., colored, Apoleton Cove, Skagway ice, sandwiched between scows, on grid, etc.
All in P.C.A. 2
13. Set of four bring loaded B.C.L. under bridge.
P.C.A. 3

OVER

14. Port qtr. a/s leaking BC 1671 loaded with gravel at Lower float.
15. Set of 6 of her in D.D.
16. Set of 3 towing loaded BCL 1325 astern under bridge.
17. Set of 3 on Engineers grid. Engrs. colors.
18. Bow view at Biorka Id. dock.
19. Port broad at Dolphins near "Redondo" P.C.A. 4

1. Stbd. bow, in river ice: storage. (Mag. cut)

Book (32)

ST 469

"A.F. Rich" type tug

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

Book 32
PCA 6

ST 601

Small ATS tug.

1. Port broad in cradle on Engr. dock. Feb. 1949
2. See "Floyd Hamilton" (same type)

ST--642

ATS "Klihyam"

PICTS as ATS tug. BOOK 32; pp 20

ST 860

Album 27.

Book No. 33

85' Steel tug.

ATS Winner of
Maritime day race.

1. Port broad, speed; in Maritime Day Race.
2. Also more picts of her and other entrants in race
3. Good pict. of 1950 Maritime Day Race

STAG HOUND

Old Astoria-Alaska
Stern-wheel. 1898

1. No pict.

See account of this vessel and the "Game Cock" her sister ship on reverse side of card on latter. From Old paper dated Dec. 8, 1898.

Album 27

STANDARD

Album 23

Sm. old gas boat.

1. In cradle, after explosion, people with quaint cloths gathered around bow.
2. Port broad, slow as steam rig. Have reason to believe this is the same boat as (1.) above before being gas powered.
(620 neg.) From print in Lewis & Dryden.

XXX

STANDARD NO.2.

No. 157359

Post Card Album ①.

Two-masted schooner.

- ①. Port bow, derelict on Morris' Point, Juneau.
2. Same as above enlarged and Framed (From Naishes)
3. Port bow, derelict; Morris Pt. (PCA--7)

Originally built as the schooner "Deeahks" at Seattle in 1892. 45 gross; 30 net; 60' x 17.8' x 7.2' She was gas powered most of her career.

She drops from the register about 1922 which would be about the time she was beached in Gastineau Channel. See story in large file box.)

Her true name was "Standard Fish Co. No. 2"

It was in 1906 that she was gas powered and renamed. I believe that her original engine was a 30 h.p. Standard.

Elmer Friends story in Book 37; page 46.

Emp. 3/3/1928/5 Old timers argue about the old hull on Salmon Creek Point. One man claims she was beached there about 1915; others claim a later year. The numbers on her main beam are those of the "Standard Fish Co. No.2" but the tonnage does not coincide..???

Emp. 3/6/1928/6 More on hull on Pt.--All agree she has been on beach over 10 years. W.D."Pirate" Brown says he has bill of sale dated 10/18/1919 for purchase of "Helen of S.F. and the vessel in question is definitely her. However, E. Valentine the vessel is his "Prospect". Dr. Howe Vance who went through the trouble of looking up

(20)

STANDARD FISH CO. NO. 2

~~her numbers (registered) 157359 which are definitely those~~
~~of the "Std. Fish Co. No. 2"~~ No one seems ~~to~~ know just
when she was beached there. Dan Russel, recalls her as
a boy when he played around his uncles cabin on Salmon Cr.
Pt. says she has been there about 14 years. The fact that
another vessel went to pieces about in the same place some
years ago is probably the cause of the mix-up.

Emp. 3/7/1928/2 Emory Valentines story of the "Std. Fish
Co. No.2"

STANDARD NO. 3.

PHP. 1.

Steel tug.

1. Stbd. broad, a/s oil barge. (Porthole)

STANLEY DOLLAR

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

1838 tons, built 1908 by the Moran Shipyards of Seattle, for the Dollar S.S.Co. of S.F.

1917 sold to Alaska S.S.Co. and renamed SKAGWAY.

1925 transferred to the Skagway S.S.Co. of L.A. Calif.

Burned (total loss) Dec. 15, 1929 off Tatoosh Island without loss of life.

Dimensions: 240' x 41' x 20'

Carried 2400 tons or 1450-M ft. lumber.

Powered with 950 H.P. triple expansion steam.

STANLEY DOLLAR

PHP. 1.

Steel steam schooner.
later "Skagway"

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

D.A.Disp. 2/21/1917 pp.6. She is due to arrive at Juneau tonight...

Emp. 10/10/1923/6 Fire broke out in #3 hold of the "Stanley Dollar" off the Calif Coast, today...

Emp. 1/7/1924 Reported to have repaired her steering gear and is making port under escort.

Emp. 8/8/1928/6 "Stanley Dollar" suffered a boiler explosion off the Kuriles. "Paris Maru", Jap., stands by.

Empire Oct. 10, 1923 says she had fire in #3 hold about 600 miles out of San Pedro.

STANLEY GRIFFITHS

~~Steam schooner~~

1. No picts.
2. Sold to Italy. BOOK 44; pp 51

NEWSLETTER NO. 92, July, 1957....

"STANLEY A GRIFFITHS" now sporting her 6th name. Built in 1920 as the U.S. Shipping Bd. frt. "CAPITAL OF NEBRASKA", by Mobile Shpb.dg. Co. of Mobile, Alabama, she became the "NOSA KING" of the New Orleans-South American Line in 1929. In 1935 she joined the Grace Line fleet as the "CHINCHA".

In 1937, the Griffiths S.S.Co. of Seattle bought her and renamed her "STANLEY A. GRIFFITHS". Swedish operators bot her in 1947 giving her the new name of "FREJ". Early in 1957 she passed to Italian owners and is now named "SAN GERVASIO."

PCA 6

STANWOOD

Kayler-Dahl's boat
ex Sm. P. Sd. Frt.

1. On N.C.Co. ways.

See eventual disposition (1954) pp. 6. Book 44.

STANWOOD

Pacific Coast Wooden Steam Schooners

Lyman

1129 tons built 1916, by Kurse & Banks, North Bend
for Bixby & Clark of S.F.

Carried 1250-M ft.

Powered with 835 triple ex. steam.

Launched July, 15, 1916 she was sold new to W.R.
Chamberlin & Co. S.F.

Was caught in the severe storms of Dec. 1940 and
reported herself disabled 130 miles north of S.F. on
Dec. 24. 1940.

The cutter SHOSHONE went after her and succeeded
in towing her to S.F. three days later. She was later
repaired and went back into service.

1/8/1941/8 Pict. of wooden st. sch. "Stanwood" in storm,
with C.G. cutters "Shawnee" and "Shoshone" standing by
off Pt. Arena. Picked up later and towed in safely.

STAR

Sm. Killisnoo launch.

1. On beach, winter, being launched. Book 38; pp. 60

Album 23.

APA sailing ship
"Pacific Queen"

1. Being towed by tugs "Alitak" and "Equator" in Chignik Bay.
2. Stbd. bow at dock. V.G. as the "Pacific Queen"
Page 40; Aug. '51 SHIPS & SAILING
3. Stbd. broad at dock. (P. 33; Dec. '51 S.&S.)
4. VG picts. & story. as "Balclutha" pp.28. S&S Fall '55

Built at Glasgow, Scotland. 1716 gross; 1554 net;
256.3' x 38.5' x 17.5' Ave crew of 17.

Originally the British ship "Balclutha" Then the
Hawaiian ship "Himalaya" Later transferred to American
registry as a bark named "Himalaya"

Additional info. in SHIPS & SAILING Aug.'51; Page 40
See reverse side of card on "Balclutha"

MORE INFO. BOOK 35; Page 23

Apr. 6, 1911 she and the "Benjamin F. Packard" were blown
ashore----see card on "Jabez Howes"

See file card on "PACIFIC QUEEN"

S&S Spring 1955 pp. 4; San Francisco Maritime Museum has
acquired her and hope to have her ready for exhibition
this spring. Built at Glasgow in 1886 and served the
Alaska Packers Fleet from 1904 to 1928. She appeared
in a movie in 1935.

Book 38 Post Card Album

STAR OF BENGAL

No. 116974

P.C.A. 6.

A.P.A. Sailing ship

1. Stbd. broad, at anchor old Seattle Hbr.

2. V.G. 8 x 10 Neg. No. S-32

Formerly Br. ship "Star of Bengal"
Later Hawaiian bark of same name.
Then American bark with same name.

D.A. Disp. 1/26/1909 Two tugs involved were the "Kayak"
and "Hattie Gage" Capt. Hamilton and Capt. Farrar
both exonerated of chrg. of cowardice by Marine Inspects.

She was lost on Coronation Island in Lower Chatham Str. while being towed to sea from Wrangell by two small tugs. She was set on the rocks by strong tides and soon after being grounded began breaking up. Nine whites and 101 Chinese were drowned and her master, Capt. Warner and 27 of the crew were saved by the tugs. The Chinks became panicky and may have been saved but for this.

The cables ship "Burnsides" Capt Stamford rushed to the scene and was standing by to give assistance. The "Star" was headed south with a pack of 55,000 cases of salmon. Capt. Warner went stark mad, possibly from the strain and exposure---but it was believed he might regain his sanity. Happened in the fall of 1908 (Sept. 20)

Built 1873 at ~~Portland~~ 262.8' x 40.2' x 23.5'
1877 Gross; 1694 net; Ave. crew of 14
Wrecked on Coronation Island, Alaska Sept. 20, 1908
112 out of 131 on board were lost.
Built at Belfast, Ireland.
~~1873/1874/1875/1876/1877/1878/1879/1880/1881/1882/1883/1884/1885/1886/1887/1888/1889/1890/1891/1892/1893/1894/1895/1896/1897/1898/1899/1900/1901/1902/1903/1904/1905/1906/1907/1908/1909/1910/1911/1912/1913/1914/1915/1916/1917/1918/1919/1920/1921/1922/1923/1924/1925/1926/1927/1928/1929/1930/1931/1932/1933/1934/1935/1936/1937/1938/1939/1940/1941/1942/1943/1944/1945/1946/1947/1948/1949/1950/1951/1952/1953/1954/1955/1956/1957/1958/1959/1960/1961/1962/1963/1964/1965/1966/1967/1968/1969/1970/1971/1972/1973/1974/1975/1976/1977/1978/1979/1980/1981/1982/1983/1984/1985/1986/1987/1988/1989/1990/1991/1992/1993/1994/1995/1996/1997/1998/1999/2000/2001/2002/2003/2004/2005/2006/2007/2008/2009/2010/2011/2012/2013/2014/2015/2016/2017/2018/2019/2020/2021/2022/2023/2024/2025~~ VG story in 5 x 8 file....
Towed out of Sound, wheat laden for S.F. (NOTE BOOK 27)

STAR OF CHILE

No. 127343

Album 6.

~~Three-masted schooner.~~

"Scottish Lady"

1.

Port broad, anchored in Roche Harbor.

VG

Built 1868 at Dundee, Scotland. 1001 gross; 874 net;
202' x 34.2' x 21.2' Ave crew of 13
Originally British bark "La Escocesa"
Later American bark "Coalinga"

MORE INFO. BOOK 36; Page 55

MORE INFO. Book 35; Page 57

Recently towed to Canada for Vancouver Tug & Barge Co.
says Pac. Work Boat Feb. 1955 pp. 31.

Book 38

STAR OF ENGLAND

No. 107429

APA bark.

1. No picts.

2. V.G. 8 x 10; Neg. no. 716-B

3. See VG. pict. page 31 in book "Icebound"

Built 1893 at Dumbarton, Scotland. 1943 gross; 1705 net;
264' x 39' x 23.5' Ave crew of 17 men.

Formerly the British ~~bark~~ ship "Blairmore"

Later the American bark "Abby Palmer"

Sold to British interests in 1935

VG Outruns tug sent to tow her in off Golden Gate. See
page 19 in PWB Jan. 1958

Sold to Island T. & B. for barge. BOOK 44; pp 10

STAR OF FAULKLAND

APA bark

"Durbridge"

"Northern Light"

"Steinbeck"

1. No pict.
2. See picts. and story AMERICAN NEPTUNE Jan. 1958
3. See VG full story AMERICAN NEPTUNE Apr. 1958
4. AMERICAN NEPTUNE for July 1958 (VG story)

Built

INFO. BOOK 35; Page 2

MORE INFO. BOOK #⁵ 35 Page 2.

5/23/1928 "Star of Faulkland", A.P.A. sailing ship with
280 cannery people on board is on the rocks about one
half mile West of Akun Head in the Bering Sea.

5/28/1928/6 "Star of Faulkland" total loss (APA str. says
Emp. for above date.)

Book 38

STAR OF FINLAND

No. 161135

APA bark.

1. No picts.

2. Port bow; being nudged by steam tug "Sea King" of S.F.
(P.38; Oct. '51 SHIPS & SAILING)

3. Stbd. bow, at dock. V.G. (P.33; Dec. '51 S.&S.)

4. V.G. 8 x 10; Neg. No. 289-A

5. See VG pict. page 31 in book "Iceland"

Built 1899 at Bath, Maine. 1570 gross; 1430 net;
225.7' x 42.3' x 20' Ave. crew of 17 men.
Formerly the American bark "Kaiulani"

More info. Page 38 Oct. '51 SHIPS & SAILING
Some good info. page 63 July '52; S.&S.

Book 38

STAR OF FRANCE

No. 116975

APA. ship

1. No picts.
2. Two V.G. 8 x 10 picts. Neg Nos. 461 and 14
3. VG pict. Frontispiece in book "Icebound"
4. VG pict. sails at sea--page 31 in "Icebound"

Built 1877 at Belfast, Ireland. 1766 gross; 1514 net;
258' x 38' x 22.8' Ave crew of 20 men.

Formerly the British ship "Star of France"

Later the Hawaiian ship of the same name.

Measured 1644 tons until 1905 at which time her tonnage
was raised to 1766 tons.

Book 38

STAR OF GREENLAND

No. 96496

4-masted bark

"Abraham Rydberg"

"Foz do Douro"

1. No pict.
2. V.G. 8 x 10; Neg. No. 463
3. Good view of decks from above. May '53; S.&S. p. 36
4. PICT. Info. BOOK 44; pp 42
5. PICT. Page 118 USNI PROCEEDINGS Oct. 1963

More info. page 64; Nov. '51 SHIPS & SAILING
MORE INFO. BOOK 36; Page 26
MORE INFO. BOOK 35; Pages 29--45

Her tonnage was 2148 to 1908 then raised to 2179 tons:
As the "Abraham Rydberg" and flying the Swedish flag she
won the Australian grain race arriving at Falmouth, Eng.
in 112 days with 4000 tons of grain.

See story in 1947 DIARY Page. Jan 8.

Built 1892 at Glasgow, Scotland 2148 gross; 1974 net;
270' x 43.1' x 23.6' Ave. crew of 21 men.

Formerly the Hawaiian ship "Hawaiian Isles"

Later American ship of the same name; then renamed
"Abraham Rydberg"

In 1925 she left S.F. Apr. 16th and arrived at Loring,
Alaska May, 3. She left Loring Sept. 23 and arrived in
S.F. Oct. 4, She was active in the Alaska fishing trade
16 years. Harold Huycke M.D. 12/16/50

As the "Abraham Rydberg" she was owned in S.F. by Welch &
Co., who operated her in the West Coast Lumber trade. In
1907 she was one of 130 vessels tied up for many months in
Newcastle Hbr. by a strike of Aussey miners. In 1910 she
was renamed "Star of Greenland" and became member of A.P.A.
cannery fleet. In 1920 A.P.A. went into steam and one by
one old sailing ships were released.

1. No picts.
2. Bow in group pict. with 3 other "Stars" P.32 Dec '51
Ships & Sailing.
3. Port near broad; sails at sea. (P.32; Dec.'51 S.&.S)
4. Stbd. bow at pier. In 8 x 10; Neg no. 717
5. Some V.G. history. ("Homeward Bound") Album 48;p 14.
6. See VG. picts. page 31 in book "Icebound"

See "Homeward Bound"

Built 1885 at Belfast, Ireland. 2131 gross; 1987 net;
284' x 39.7' x 23.5' Ave. crew of 19 men.

Formerly British ship "Zemindar"

Later German "Gildemeister" (ship)

Then American bark "Homeward Bound"

~~Sold to the Japs in 1935~~ She was scrapped at the plant
of the P. Sd. B & D. Co. in Seattle in 1950-1951 and will
yield about 750 tons of scrap.

She was Canadian owned in her last year afloat.

M.D. 1/19/1937---Bought this week by Island Tug & Barge Co.
of Victoria and converted into a hog-fuel carrier. Will
operate between Port Angeles and Port Alberni, after
reconditioning at Victoria.

Book 38

STAR OF ICELAND

No. 81699
APA Bark

1. No pict.

2. V.G. 8 x 10 Neg. No. 464

Built 1896 at Port Glasgow, Scotland. 1981 gross; 1856 net
267.3' x 40.1' x 26.3' Ave. crew of 17 men.

Formerly British bark "Wilscott"

Later Hawaiian bark "Wilscott"

Then American bark of the same name.

MORE INFO. BOOK 35 Page 1

Emp. 9/20/1924 S.)S. heard here from the "Star of Iceland"
an A.P.Assn. aux.-rigged sch. reported off Coronation
Gulf (?? Island??) Reported that she is being towed to-
ward Chatham Straits by two small boats.

STAR OF INDIA

No. 136801

Sailing ship. A.P.A.

1. No pict.

1. Stbd. bow at dock. (P.32; Dec. '51 SHIPS & SAILING)

Was a marine aquariou at San Diego, Calif. (Joseph Conrad once served as Mate in her.)

M.D. 9/27/'47

Additional inf. Page 32; Dec. '51 SHIPS & SAILING)

Built 1863 at Ramsey, Scotland. 1318 gross; 1247 net;
205.5' x 35.2' x 23.4' Ave crew of 14 meh.

Formerly British "Euterpe" (ship)

Later Hawaiian ship of same name

Then American bark of the same name.

Book 38

STAR OF ITALY

No. 116976
APA ship

1. No picts.

2. V.G. 8 x 10 Neg. No. 141

Built 1877 at Belfast, Ireland. 1613 gross; 1474 net;
251.5' x 38.2' x 22.9' Ave. crew of 17 men.

Formerly the British ship "Star of Italy"

Later the Hawaiian ship of the same name.

MORE INFO. BOOK 35; Page 4

STAR OF KODIAK

Floating cannery
Ex Liberty ship.

Emp. 2/2/1965 Final equipment is being installed on the "STAR OF KODIAK" at Blaine, Wn., for use as a crab cannery to replace a Kodiak, Alaska installation destroyed by the Mar. 27, 1964 tidal wave, an Alaska Pkrs. Assn. spokesman said Tuesday.

The former Liberty ship "ALFRED M. BOE", converted by the Zidell Exploration Co., left her (Portland, Ore.) Jan. 18th.

STAR OF LAPLAND.

No. 107724

PHP. 1.

4-masted ship.

"Atlas"

1. Port broad, sails at sea. (Porthole)
2. In group pict. with 3 other "Star" ships (Page 32
Dec. 1951 SHIPS & SAILING
3. Port broad, sails at sea. (P.33; Dec. '51 S.&S.)
4. VG. Picts. and complete story in Jan. 1956 AMERICAN
NEPTUNE.
5. Vg picts and story Apr. 1956 American Neptune pp. 107

Built 1902 at Bath, Maine. 3381 gross; 3006 net;
332.4' x 45.4' x 26.1' Ave. crew of 30 men.
Formerly the American ship "Atlas"

Sold to Japan in 1935

MORE INFO. BOOK 35; page 4

See complete story and excellant picts. in AMERICAN NEPTUNE
for Jan. 1956

Book 38

STAR OF PERU

No. 96501

Sailing ship. A.P. Assn.

1. No picts.

2. V.G. 8 x 10 Neg. no. 321

Was sunk at San Pedro in 1940

Built 1863 at Sunderland, England. 1027 gross; 976 net;
190.2' x 33' x 20.2' Ave. crew of 16 men.

Formerly the British bark "Himalaya"

Later the Hawaiian bark of the same name

Then the American bark of the same name.

Sold to France in 1927

Emp. 5/7/1921 Bark "Star of Peru" which left Bristol Bay
May 2, was crippled in a bad blow while enroute to S.F.
One crew man, Carl Anderson was lost over-board.

STAR OF POLAND

APA sailing ship

1. No picts.

Ex "Acme"

Info. in Book 35; Page 5

Book 38

STAR OF RUSSIA

No. 116977
APA ship

1. No picts.

2. V.G. 8 x 10; Neg. no. 462

Built 1874 at Belfast, Ireland. 1981 gross; 1898 net;
275.5' x 42.2' x 24.2' Ave. crew of 19 men.

Formerly the British ship "Star of Russia"

Later the Hawaiian ship of the same name.

In 1925 she left S.F. Apr. 15, and arrived in Wrangell
Apr. 30. Left Sept. 18, and arrived back in S.F. Oct. 2.
That was her last voyage for the APA---In 1926 she left
Tacoma for Samoa flying the French flag and under the name
of "La Perouse"

M.D. 12/16/50

MORE INFO. BOOK 35; Page 3.

4-masted ~~ship~~-~~time~~

Later "Kenilworth"

later "Rex" Gambling
ship.

1. No picts. 1950

2. V.G. 8 x 10 Neg. no. 318

3. V.G. picts. and story. pp.333 AMERICAN MERCURY. ----
Volume I. No. 4.

As a gambling ship she was named the "REX". During War II she was re-rigged and took a load of lumber from Grays Harbor to Capetown--then while on a passage to Brazil she was sunk by a German sub.

Built by John Reid & Co. in Port Glasgow, Scotland, in Mar. 1887. First operated in the Waverly Line of clipper ships from Europe to the Pacific Coast. Originally named "Kenilworth" Later operated by the Alaska Packers Assn. in their Alaskan cannery trade and renamed "Star of Scotland" Some time later she became the famous gambling ship "Rex" anchored three miles off Santa Monica Bay, Calif. In 1941 she was converted into a 6 masted schooner by the L.A. D.D Co. with a 'Marconi rig" K.M.Walker of Seattle designed the new sail plan and she was doing her bit in the War as an honest merchantman when torpedoed in the Atlantic on Nov. 13, 1942. 16 American survivors were landed at Mossameded, Portugese Angola, West Africa on Dec. 4, 1942. Tony Carnero made her a gambling M.D. July, 3, 1948 ship.....

2293 gross; 2146 net; 300.2' x 43.1' x 24.2'
Ave. crew of 29 men.
Formerly the British ship "Kenilworth"
Later the American ship of the same name.
MORE INFO. BOOK 36; Pages 55--57
More info. Book 35; Page 43-71

APA ship(bark)

Ex "Edward Sewall"

1. No picts.

2. In group pict. with 3 other "Star" ships. (P.32 Dec. '51)

51 SHIPS & SAILING

3. Stbd. broad; moored; (P.33; Dec. '51 S.&S.)

4. V.G. 8 x 10; Neg. no. 731

Formerly the American ship "Edward Sewall"

Sold to Japan in 1935

Once when she was the "Edward Sewall" it took 67 days to fight her way around Cape Horn in 1913-1914. Under command of Capt. Quick, her passage during that winter seemed illfated from the time, two months out, she reached the Horn. Twice the bowsprit was broken off in heavy seas forcing the vessel to return to port for repairs. When finally she got off to her third attempt to round the Horn, she met with such unfavorable wezther that it took her 67 days to sail from 50 degrees South Lat. in the Atlantic to 50 degrees south Lat. in the Pacific. On that voyage she sailed from Philladelphia Oct. 18, 1913, and arrived in Seattle Aug. 5, 1914----293 days out.

She is said to have been the last American sailing ship to make the westward passage around the Horn..

1. No piets.
2. In group pict. with 3 other "Star" ships. (P.32 Dec.
'51 SHIPS & SAILING
3. V.G. 8 x 10 Neg. No. 312 and also in 717
4. See VG pict. page 31 in book "Iceland"

Built 1901 at Bath, Maine. 3292 gross; 2987 net;
332.3' x 45.4' x 26' Ave. crew of 30 men.
Formerly the American ship "Astral"
Sold to Japan in 1935

MORE INFO. BOOK 36; Page 50

MORE INFO. BOOK 35; Page 4

Pict. and some info. PP. 4; Album 48.

Book 38

STAR OF NEW ZEALAND

A.P.A. ship

1. Good pict. sails at sea. 8 x 10. but negative no. 730 is exactly same pict. as Neg. No. 312 (From Morton Waters Co. 126 Sutter St. S.F. Calif.)

This is probably the ship "Star of Zealand"

STARLING

Album 11.

Small diesel tug.

1. Port, broad, speed, Seattle waterfront.

VG

STARR

Album 3. PHP. 1.

Med. Pass. & Mail Str.

Album 22

1. Stbd. bow, moored a/s ships laid up in Lake Union. F
2. Stbd. broad, at Juneau Cold Storage Dock. P.C.A. 1.
3. Port broad, Ketchikan, as Halibutter.
4. Port bow, " " " " " "
5. Port bow, still in stream, good. (Porthole)

Emp. 12/16/1921/8 Arr. Juneau, Capt. O.A. Johansen. V.G.
 Complete history--Built 1912 for San Juan Fish Co.
 as a steam halibut boat. steel hull. etc. 525 gross;
 309 net. 600 h.p. 140' x 25.8' x 14'
 Emp. 12/31/1923/6 "Starr" towed to Seattle by the "Cordova
 The "Latouche" took her mail run.
 Emp. 3/26/1935 M.S. "Starr" sold by San Juan Pkg. Co. to A.
 S.S.Co. and would continue on Alaska Peninsula mail run.

Built 1912 at the old Duthie Shipbuilding Co. yards in Seattle. Was owned for a while by the San Juan Fishing and Pkg. Co. Replaced the old "Dora" on Westward Alaska mail runs in 1920, as a unit of the A.S.S.Co. Was commanded during 1930's by Capt. C.E.Anderson.

Was in trouble Dec. 12, 1928 when she lost her wheel near outer Chugach Reef during a storm and icing conditions.

She was laid up in Ballard in the late 1930's and stripped down to her hull.

Emp.12/10/1923 S.S."Starr" aground on Maline Pt. (Afognak Island.) in storm last night. Heavily iced. Pounded badly; crew of 25; May have been refloated today.

Gets mail contract in 1934---Album 48; pp. 19.

crew of 35 men.

Built 1912 at Seattle for the A.S.S.Co. 650 h.p.steam.

used only for her winches.

Towed to Prince Rupert, B.C. as a barge---with steam

Taken over in 1941 by the A.T.S. and renamed "Commando"

525 gross; 309 net; 131.1' x 25.8' x 19.7'

(2)

STARR

Seward Mail steamer.

5/16/1928/6 S.S. "Starr", Capt. Albert Barrow, who succeeded
Capt. O.A. Johansen, left Seattle today for Seward.

STARR

San Juan F. & P. Co.

1. 12/12/1928 S.S. "Starr" reported in distress off Kodiak Island. A radio message said, "Hit rocks, bent propeller and shaft, heavily iced, mast carried away during gale of yesterday and today. Has 11 pass. and crew of 35. Anchored in temporary shelter in 12 fathoms water SW of Pt. Pearl Island off Kodiak Island.

12/17/1928/3 "Starr" towed to Seward by "Alameda" Capt. Westerlund.

12/18/1928/ "Starr" badly damaged and will be replaced on the mail run. She hit near Red Fox Bay.

12 15/1928/6 S.S. "Alameda" has Str. "Starr" in tow headed for Seward, 144miles away...

12/19/1928/6 Tug "Roosevelt" sent North to tow "Starr" to Seattle.

12/22/1928/5 V.G. complete account of "Starr's" trouble . Started when she hit outer Chugach Reef in snow storm and heavy sea. Picked up by S.S. "Alameda" and broke loose twice, etc.

12/26/1928 "Starr" lost from tug "Roosevelt" in gale

and is adrift in the Gulf since 16:00 Mon. 24th about 15 miles S.E. of Cape St. Elias. Tow cable parted. In trying to recover the cable the "Roosevelt" got it in her wheel Both vessels now disabled in stiff Easterly gale. "Northwestern" reached the scene and poured oil on the water The halibut scho. "Attu", Capt. Pete Wold managed to pick up the "Starr" and tow her into the lee of Cape St. Elias where she anchored her in 60 fathoms then went back out to assist the "Roosevelt" Crew of the "Roosevelt" ready to abandon----gale increases in intensity. Capt. Jock Livingston is on the "Northwestern".

12/27/1928/3 C.G. "Unalga" tows "Starr" to Cordova and the "Roosevelt" was towed to Latouche by the "Attu"

12/28/1928 Capt. Geo. Tyler of U.S. Bureau of Inspection Service, a pass. on the "Northwestern" gives V.G. first hand account of the expert sea-manship in rescue of the "Starr" and "Roosevelt"

12/29/1928 "Attu" arr. Juneau, Capt. tells of rescue of "Roosevelt" from Wessels Reef. Capt. Barron of the "Starr" says lack of decent towing gear responsible for mishap. Crew of 16 men on "Roosevelt" Mate of the "Starr" and his wife were pass on the "Northwestern" and spent Xmas day in a gale on the Gulf.

(2)

STARR

San Juan F. & P. Co.

1/1/1929/6 "Starr" and "Roosevelt" still at Cordova. This has been a very bad year for boats in the Gulf---The "Brunvol", "Imperial", Shasta", "Cascade", and "Valor" all lost...

1/4/1929 "Starr" and "Roosevelt" now inside of Cape Spencer conveyed across the Gulf by the "Unalga"

1/5/1929/6 Capt. Alex Zugenhoer of the "Roosevelt". All three craft (see 1/4/'29 above) anchored in Inian Cove in heavy snow storm. This episode is reminiscent of winter of 1916 when Capt. Wally Tinn took the tug "Columbia to Chignik to tow the "Kuskokwim River" to Seattle which was reputed to be the longest tow on record for the North Pacific....

1/17/1929/6 The halibut sch. "Attu" will take the "Starr" mail route until latter is repaired.

2/1/1929/6 "Starr" has been repaired and will soon sail north.

3/2/1935/6 A.S.S.Co. bought S.S. "starr" from San Juan and also take over her mail contract.

1. Port broad, close, (5 x 7 photo) just clear of old Coal dock. VG
2. Made three negatives (620 size) of the above.
3. Port broad, slow at sea. (From Lewis & Dryden)
Also a 620 neg. and 5x7 print.
4. VG broadside, Seattle Hbr. (PCA-10)

5/11/1901 she arrived at Skagway on her initial trip.
Unit of P.C.S.S.Co. Capt. H.H.Lloyd.
D.A.Disp. 3/11/1911 says she holds record from Seattle to Nome, made in 1901; 10 days, 13 hrs. 1800 h.p. steam.
300' x 38' x 24' 2226 gross; 1260 net; Built Philly, Pa
in 1879
D.A.Disp. 7/11/1911 says she was replace the wrecked str.
"Santa Rosa" and is now off the Alaska run. The str.
"Ramona" tale at Eagle Hbr. will replace her on the Alaska run and the old "Delhi" will also return to the Alaska run

Built at Philadelphia, in 1879, for the Pacific Coast S.S.Co.---a duplicate of one built earlier for them and sold to the Russian Gov't. 307' x 37' x 26' Had engines 42 and 73 by 51 inches.

More on large file card.

Jan. 9, 1901 paper says she will be on the Alaska run this season by Pacific Coast S.S.Co. and in command of Capt. Jepson.

Blue Book 1910 lists 2266 gross; 1260 net;
300' x 38.6' x 24.4' Crew of 64; 1800 h.p.

Hit a rock in Gambier Bay, Aug. 17, 1913. 31 persons drowned out of 139 on board when she hit.

Capt. Thomas H. Cann was master of the "S of Calif." He had previously commanded the "City of Topeka" in 1906 when she was one of the rescue ships at the "Valencia" disaster. He met his doom later when he was struck and killed by a car while repairing his car on the DesMoines Highway.

GOOD HISTORY IN BOOK 35; Page 6
Prior to July 22, 1901 she held the record for trip Nome to Seattle. See "Oregon"

(2)

STATE OF CALIFORNIA

115645
P.C.S.S.Co.

D.A.Disp. 8/17/1913 says she hit rock less than ~~1~~ a mile after leaving the cannery wharf. Hit at 08:27 and was sunk by 08:30 Capt. Cann, commanding. First report had 20 pass. and 7 crew lost. On D.A.Disp. for the 19th, there was a picture of the str. and more info. 31 dead or missing. Also on page 3 of the paper for the 19th was an article about "Gambier Bay Jim" a bad Indian who claims he conjured the wreck of the "State of Calif."

(The original vessel of this name came from Philadelphia, Pa. and docked at Portland, Ore. May 15, 1879)

V.G. history----Album 48; pp. 11.

Gold pieces and watches, etc. recovered by skin-divers from Petersburg. 11/27/1964 P.Press. Lg. G.S. File under
SHIPWRECKS

XXX

STATE OF WASHINGTON

Album 15.

Album 16.

Book 29

Old stern-wheeler.

1. Stbd. broad, speed, near wooded shore. White paint VG
2. Port, broad, speed, P. Sd. black hull, white house. G
3. Reduced to floating wreckage a/s another steamer.
See pict in Album 16.
4. Same as above but (Mag. cut)
5. Port broad, speed. (Mag. cut)

Built Owned by the Pacific Navigation Co. and in 1903 passed to the Pacific Coast S.S.Co. and used on the Hood Canal run. In 1912 she went to the Col. River and was used as a tug for some time. She was eventually destroyed by a boiler explosion off Tongue Pt in 1921.

More on her in 1947 DIARY Page Jan. 15.
Empire: 6/24/1920 Str. "State of Wash" was completely wrecked today, when an oil barge she was towing a/s/ exploded near Astoria. Barge sunk and str. a total loss. Frank Howerman killed, and 6 others injured. Built 1889 at Tacoma. 805 gross; 170.4' x 31.3'

According to Frank H. Ross - c/o Knappton Towboat Co. of Astoria Ore. the pict. of wreck was taken from K.T.Co.s towboat "Defender" a few minutes after the wreck. The accident happened about half way between Altona Wash. and Tongue Pt. Ore while she was towing one of the Std. Oil barges from Astoria to Portland. Her boiler blew up and the wheelhouse was blown completely off--- the capt. who was inside at the time escaped uninjured; This was in the early 20's.

STATSRAAD LEHMKUHL

Nor. sq.-rigger.

1. Piet. and info. Album 43.
2. VG pict. from air. (S&S Winter 1957 pp 32)
3. VG pict. (S&S Winter 1958 pp 30)

STEELHEAD

Album 10.

Album 11.

Small diesel tug.

1. Port, bow, tied astern "Leonie" and "Resolute" in mill-pond. F
2. Port, broad, still, towline to scow. VG

Built 1898 at Fairhaven, Wash. as a cannery tender
38 gross; 26 net; 56.1' x 14.8' x 6.9' In 1920 her
steam plant was replaced by a diesel. She was lost (?)
off Edmunds Nov. 24, 1941.

STEELHEAD

P. Sd. steam tug.

1. No picts.

Built 1893 at Fairhaven, Wash. Had 150 h.p. steam.
Lost off Edmonds Nov.24, 1941

STELLA MARIS

Book (29)

Yacht
Hack Smith

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

See pict. and info. Page 39 in Sept. 1937 PMB.

ST CROIX

Album ②

Gold Rush Pass. Str.

①

Port, broad, still, in stream, flags.

G.

On Nov. 22, 1909; Caught fire and burned to waters edge off Pt. Duma, while enroute from San Pedro to S. F. Cal. No sea, dense fog, 500 passengers, 77 crew and Capt. Warner took to boats. Fire started half hour after lunch. Daily Dispatch of 11/27/09 tells of Hearing on case and cause attributed to possibility of defective wiring. Passengers charged negligence and failure of crew to fight fire.

D.A.Disp. 11/13/1909 Chief Otis Doe scalded to death when whistle valve broke. She lost steam and drifted until steam cleared and eng. crew could make repairs.

D.A.Disp. 11/22/1909 Burned in afternoon of Nov. 20th. 1909 Capt. Warner commanding. All saved---Fog--- In lifeboats---some were 36 hrs reaching shore.

ST CROIX

No. 116698

Album (22).

Old gold rush pass.

(1) Port broad, from Eldredge collection.

Built 1895 at Bath, Maine. 1933 gross; 1064 net;
240.7' x 40.4' x 25.9' Little is know of her except that
she operated from Seattle to St. Michael, Alaska for sev-
eral seasons. Reported to have burned off the Coast of
California about 1914.

On Nov. 20, 1909 the "St Croix" burned to the waters
edge off Pt. Duma, Calif. in a dense fog while enroute
from San Pedro to S.F. Her crew of 78 and 500 pass. were
all rescued. (Blue Book 1910 says there was 169 persons
on board and none lost.)

D.A. Disp. 1/6/1909 says she was due to come around from
the East coast soon. Will be chartered by Schubach &
Hamilton to take the place of the "Bertha"

XXX

ST. DAVID

Album ~~17~~. 17.

Three-masted sailing-barge

Album 25.

1. Stbd. broad, listing out on beach near Yakutat.
2. Post card of above photo.

Lost from the tug "Daniel Kern" Oct. 31, 1917 while being towed from Valdez to Ketchikan during a storm in the Gulf. Owners of the barge, Coastwise S.S. Barge Co. are suing the owners of the tug for \$81,000. ---\$60,000. for the barge and \$21,000. for her copper concentrate cargo.

5/25/1928/6 Case of "St David" in court. The barge had been abandoned by her crew off Malaspina Glacier Oct. 29 1917 dismasted and leaking badly in a storm and laden with copper. Some time later she was picked up by the tug "Daniel Kern" Somehow she got the tow-cable fouled in her line and the "St David" cut loose and went ashore

STEILACOOM

Old Seattle ferry

1. Sold for junk. BOOK 44; pp 6

STEINBECK

German sailing ship
Later unit of A.P.A.

1. No picts.

Seized with the S.S. "Saxonia" during War I in Eagle Hbr. All her main rigging had been cut by crew before seizure. She was later sold to the Alaska Packers Assn. and used in their Alaskan fishing trade. She was lost in Alaskan waters.

M.D. 10/7/50

See info. in Book 36; Pages 34--56

More in Book 35; Page 2

STELLA ERLAND

Some kind of old
Coastal Str. used
in Alaska Gold Rush.

1. No picts.

Old Wrangell paper 1899 says she was wrecked on the Mexican coast in 1899.

ST FRANCIS

PHP. 1.

~~4~~-masted sailing ship

1. Port bow, speed, at sea, sails. (Porthole)

D.A.Disp. 5/16/1917 pp. 6----Cannery ship "St Francis" of
the N.W.Fisheries Co. was wrecked in Unimak Pass yesterday
Her crew is safe on the Str. "Norwood"

D.A.Disp. 5/17/1917 pp.6 Ship "St Francis" Capt. J.A.
Rosengren, Built 1882 at Bath, Maine. 231' long.
1898 tons register. Crew safe at Dutch Hbr. Loss of
cargo valued at \$144,276.58

Book 33

ST GEORGE

Maine fishing sch.

1. Port bow, speed. (Mag. cut)

Built 1941 and operates out of Rockland Maine. Capt.
Clyson Coffin, master. Now one of the fastest trawlers
out of Rockland she was Feb. highliner and topped the
port record for single trip money. Was recently re-
powered with a Cooper-Bessemer diesel eng.

Diesel Progress.

ST HELENS

Old Portland-Alaska Str.

1. No pict.

Apr. 16, 1910 DISPATCH says she was to leave May, 30, for Alaska and was to be used in the trade from Portland to Alaska. She will be the first str. bidding in the trade since the old S.S. "Elder" made one trip from Portland in 1897.

ST. HELENS

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

Lyman

1497 tons, was a sister to the Olson & Mohony, both having registered dimensions of 224.3 x 41.2 x 20.6 feet. She was completed at Wilmington, Delaware, in 1907 by Harlan & Hollingworth for the E.J.Dodge Co. of S.F. In 1916 she was sold to Tiltro, Limited, of New York, who put her in the transatlantic trade. She was torpedoed by a German submarine and lost with 24 of her crew in 45 degrees 57'N, 11degrees 19'W, Oct. 15, 1917.

D.A.Disp. 4/15/1910 says Portland str. of this name, owned by E.J.Dodge Co. was loading for Alaska.

STIKINE CHIEF

Stikine river boat.
Stern-wheel str.

1. No picts.

NO RECORD IN BLUE BOOKS

On Aug. 5, 1895 the Str. "Dora" returning from the Westward sighted considerable wreckage about 80 miles off of Lituya Bay ($48^{\circ}23'$ N.--- $142^{\circ}15'$ W) which they tentatively identified as being what was left of the river steamer "Stikine Chief" which was enroute from the Stikine river to the Yukon. All hands were lost. She and the str. "Mono" were being towed from Fort Wrangell to St Michael. The "Mono" was lost in Sumner Straits when a rotten tow-line parted. (See "Mono") Both units were being towed by the Str. "Fastnet" A live dog was found on the wreckage which looked like it resulted from an explosion. Position of wreckage was $58^{\circ}38'$ N. and $140^{\circ}13'$ W. Was sighted at 17:30 Aug. 5,.

St JAMES

Yukon River steamer

1. No picts.
2. See picts. of the sailing barge ST. JAMES this file under "SAINT JAMES"

Built 1898 by the Alaska Commercial Co. Capsized at
Anvik in 1899 with a full load of freight bound for the
Koyukuk.

ST JOHN

Native seine-boat

1. Being launched from Juneau Marine. (PCA--7)

ST ,JOSEPH

No. 116863

Yukon River steamer

1. No picts.

Built at St. Michael in 1898 for the Holy Cross Mission
69 tons; Was later a harbor boat for the North American
Trading & Trans. Co. 69 gross; 69 net; 96'x22.5'x4.5'

PCA ⑥

ST LOUIS

Juneau Halibutter

Edmund J. Krause

①. Stbd. broad at her dock. Juneau. May 1950

Book 34.

ST. LOUIS

Old Atlantic steamship
1896. Two stacks

1. Port broad at sea. Colored Mag. cut.

Post Card Album (1).

ST. MARY'S

U.S. School ship.

(1) Port qtr. all sails set on all three masts. Colored.

SOME INFO. BOOK 36; Page 55

ST MICHAEL

No. 115674

~~Yukon River steamer~~

1. No picts.

First vessel of the name. Built at S.F. in 1879; 28 tons.
Used by the Holy Cross Mission. Passed to the North American Trading and Trans. Co. and used as a harbor boat at St. Michael.

28 gross; 20 net; 67' x 18.5' x 4'

ST MICHAEL

No. 116816

Yukon River steamer

1. No picts.

Built at Seattle 1898 part of the Moran fleet. 718 tons;
Ended up in Andreaofsky Slough. 409 net;
176.1' x 35.4' x 5.9'

XXX

Album 16.

ST MIHIEL

Large transport.

1. Port, bow, nose ashore, level fore and aft. no list
2. Port, qtr. same as above. On Helmcken Id.
3. Port broad, " " " Tug "Wanderer" near by.

4/5/1940/6 A.T.S. transport agounr on Jefferson Head, P.Sd
in trying to avoid a collision with a small fishing
boat. Pulled off at 16:00 by the large Navy tug USS
"Mahopac"

12/27/1940 At Seward with about 1000 soldiers for Anchorage

STOCKHOLM

Swedish-American liner

1. See picts. and story on collision with "Andrea Doria"
in Book 46.
2. See info. on 4 vessels of the name (S&S Fall '56 pp. 58)
3. Pict. being repaired in D.D. (ME/Log Oct. '56 pp 106)
4. VG picts. of repair in DD (ME--Feb. 1957 pp. 22)

STONEMAN

Yukon River steamer

1. No picts.

See "Gov. Stoneman"

1. Port broad at A.J. Dock. 1948
2. Port qtr. backing from A.J. Dock 1949
3. Some history on her, also a pict. of Geo. W. Playdon in Empire for Dec. 30, 1953. (Says she first came to Juneau Dec. 9, 1948) Picts. of Lieut. Bogucki and the "Storis" on the back page of same paper)
4. 4-VG heavy iced; Juneau; 2/20/56 (PCA--7)
5. Pict. and info. (Book 43; pp. 28)
6. At Juneau, distance. (PCA-10)

Commissioned at Toledo, Ohio in 1942 as an icebreaker, buoy tender and seaplane tender. Up until now she has only seen service in the North Atlantic. She is capable of handling ice up to 6 feet thick.

Carries a full complement of 85 men and officers. At present she only has 66 men and 9 officers on board. Her captain is Commander John R. Kurcheski a native of New Jersey, who has been with the C.G for 20 years. She is about 230' long.

Empire 12/9/1948

Arrived 10:04 today on initial assignment in the Territory. 12/9/'48

7/25/1949/3 VG. Comdr Kurcheski explains "Storja" incident at Sitka. Says Sitka people riot, etc. VG. 12/17/1949 Kurcheski transferred, Relieved by Comdr. F.J. Stats. 1/27/1950/6 Command changes hands today. Ceremony. 10/2/1951/3 Comdr. Paul E. Trimble new Capt. arrives to relieve Comdr. Stats.

Emp. 9/22/1923/6 Steam tug "Storm King" of the Lillooet
Tug & Barge Co. of Seattle, towed the 5-masted Bktn.
"Russel Haviside" into Juneau at 16:00 yesterday.

ST PAUL

No. 116826

Some kind of old Str.
used at Nome--1899

1. No pict.

Was in storm at Cape Nome, Aug. 8, 1899 that wrecked four River Strs. and one River tug. This one and the "Margaret" rode out the storm O.K. Owned by the Alaska Commercial Co. ALASKA MINING RECORD.

In that same blow she is credited with putting out to sea to rescue the stern-wheeler "City of Paris" which had broken loose from her moorings and drifted to sea.

Built 1898 at S.F. 2440 gross; 1866 net; K.N.L.Q.
280' x 38.1' x 19.6'

Left Nome for S.F. 6/23/1903

8/27/1892 arrived at S.F. from Bering Sea. Owners were Lynde & Hough of S.F.

D.A.Disp. 10/6/1905 Str. "St Paul", S.F. to Portland is ashore in fog on Punta Gorda and may become a total loss Crew and pass. all safe on shore.

She made her first trip to Alasia in 1876. Was an iron hulled vessel.

ST PAUL

No. 116316

Album 6.

~~Small 2-masted fishing scho~~

1.

Stbd. bow, under sail at sea. Kodiak.

F.

Built 1890 at Benicia, Calif. 48 gross; 46 net;
63.5' x 20' x 7'

Book 38

ST. PAUL

No. 115300

~~Album 6.~~

~~Three-mast. trading sch.~~

PHP. 1.

1. Stbd. broad, under full sail at sea. VG
2. Port broad, sails set, at ssa. (Porthole)
3. As was in Lake Union
4. Bow view ---fair pict. (PCA--7)

Early days of A.S.S.Co.

See Red Scrap Book No. 36 Page 2.

Built 1874 at Bath, Me. 1893 gross; 1824 net;
228.2' x 42.1' x 19.7' Crew of 20 men.

Believe this is the same "St Paul" that was listed as
a sailing ship---and a unit of the old Pac. Pkg. & Nav. Co.

More info. Book 37; page 43 (Her ultimate end)

More info. Book 41; page 45

Empire: 4/5/1919 The Northwestern Fisheries Co. ship
"St Paul" suffered a serious fire at Port Blakely today
Extinguished by the fire boat "Snoqualmie" but will be
delayed from sailing to Alaska for about 10 days.

STRAITS TOWING NO. 3.

Steel barge.
And other of
their barges....

1. Stbd. broad. (Mag. cut)
2. Pict. of ex "B.C.L" as the "Straits No. 7"
Page 22; Book 41;.

All steel barge 203' by 34' and has a cargo capacity of 1000 tons. Being utilized for hauling pulp and concentrates from Vancouver Island ports.

STRAITS NO. 7.

Can. BCL.

1. Picts. anchored near Taku Glacier.

(PCA-10)

1. Port broad, still in stream; (Mag. cut) V.G.
2. Port broad, speed. (Mag. cut)
3. VG Half-bredth plans. BOOK 31; pp 90

Owned by Capt Fred L Lewis 135' (O.A) 129' x 22.6 x 13
297 gross; 202 net; Finished in Oct. 1938 at Lake Union
D.D. & Mach Wks. Seattle from designs by L.E. Geary.

This is Capt. Lewis' 6th "Stranger" some smaller and
some larger. He uses them in the interest of science on
long sea voyages and on the waters of Alaska and Bering Sea

Her main power is developed from two 8-cyl. Washington
diesels of 400 h.p. each at 325 rpm. $11\frac{1}{2}$ x 15 bore and
stroke and turning two 64" x 56" Doran wheels. She made
13 knots on her trial runs at 345 rpm and cruises 12 at
normal revs of 315. Registered at Honolulu, T.H.
Classed as a double-ender with high freeboard.

STRANGER

2-masted schooner

No picts.

See page 66---Book No. 35

STRANGER II

Capt. Ed. Lewis'

1. V.G. pict. he gave me. 8 x 10 print.
2. V.G. 8 x 10 Broad, speed. Book 48; pp. 27

Owned by Capt. Fred E. Lewis of Coal Island, Sydney, B.C.
No. 176,672 (Canadian Registry)
Net 46.7

Built At Van. B.C. as the "Fairmile" in 1942
"Q-067" during War II.

Pict. and info. (converted to work boat) pp. 26; PWB.
July, 1955

STRATH

Album 11.

Canadian diesel tug.
(VE 027 A)

1. Stbd. broad, tow in coal scow a/s in Canal. VG

STRATHCONA

Yukon River steamer

1. No picts.

A small stern-wheel steamer used by the Hudson's Bay Co.
on the Stikine. She never went to the Yukon.

XXX

Album  20

STRATHALBYN

Large Russian steamer.

1. Stbd. bow, showing damage from collision in Tacoma Harbor in 1912. Sitting upright in mud, water a few feet below main deck.

D.A.Disp. 1/13/1912 U.S. Frt. "Virginian" collided with the British tramp str. "Strathalbyn" in fog about half way between Seattle and Tacoma. Both vessels badly damaged. One seaman was killed on the "Virginian"

STRATHNAVER

~~Pacific Coast Steel Steam Schooners~~

Lyman.

4811 tons; built 1919 for Shipping Board by Downey S.B.
Corp. Arlington, N.Y. Carried 7815 deadweight tons.

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

1926 passed to American Star Line of N.Y. and re-
named "American Star"

1927 to Chas. Nelson Co. of S.F.

1936 to the Red Salmon Canning Co., who still owned
her in 1940.

STRATTON

No. 81623

Old Yukon River Str.

1. No pict.

ALASKA MINING RECORD, Oct. 27, 1899 says she was wrecked
at Five Fingers on the Yukon.

See "William S. Stratton"

Built 1898 at Seattle 94 gross; 51 net; 75'x 16' x 3.1'

1. Port broad at Seattle Pier.
2. Pict. and more latest info. on her. Engines etc. See PWB. Jan. 1955; pp. 20
3. Pict. and info. V.G. on pp. 2 in Album 44. pp. 5 too.
4. V.G. pict. and info. pp. 20; Book 44. SEE INDEX
5. VG picts. and story (S&S Summer '57; pp 22)

M.D. 4/22/50 New honors----By the first week in June she will be the only vessel whose voyages have taken her completely around the North American Continent.

She left Victoria, B.C. Apr. 8, for Halifax via Panama canal.

Between 7/22/44 and 10/16/44 she made it from Halifax to Victoria via the N.W. passage. Previously, she had conversed almost the same route--in reverse---from Vancouver to Halifax via N.W. passage. She is to remain on the East Coast an indefinite time. Operated solely by Royal N.W. Mounted Police.

More History on her in 1947 DIARY Page. Jan. 29

MORE INFO. BOOK 36; Page 67

Modern info. (1954) Book 42; pp. 23.

1956 info. on her in PWB. Jan. 1956 pp. 27

Appeals launched to save her. Book 44; pp. 25.

Have envelope in LG. G.S. File under ARTIC VESSELS

SUBMARINE "H-3"

Album (21).

U.S. Submarine

1. Port near broad, ashore, Humbolt Bar.

SUCARSECO

Steel steam schooners of the P.C.

Lyman

Built 1920

3285 tons, was originally to have been named the "Italia", but when the Italian government decided not to buy her, the name was changed to conform with the others of the Submarine Boat Co. fleet. She was acquired about 1932 by the Portland-California S.S.Co. and was scrapped in 1939.

SUCBACO

Steel Steam Schooners of the Pacific Coast

Lyman

3285 tons, was scrapped in 1939

SUCCESS

Album 45

Book 29

Small old ferry.

1.

Port broad under way. From drawing.

G.

2.

Same as above only a (Mag. cut)

SUDAWSONCO

Steel steam schooners of the P.C.

Lyman

Built 1920

3285 tons, was scrapped in 1939.

1. Port, near broad near snow covered timbered hill.
(Mag. cut)
2. Mag. picts. BOOK 43; pages 37, 46, 51, 56, 57, 59
3. VG pict. Book 39; pp. 44) Also see card on "Makedonia"
for story of tow from Stormy Gulf of Alaska.
4. Picts. and info. (Book 43; 37-46-51-56-57-59)
5. VG picts. and articles on her in Lg. G.S.File under
ISLAND TUG AND BARGE
6. VG. picts. and accomplishments, etc. (N.B. 21; pp 51)
More N.B. 21; pp 53.) 54.) 55.) 56.) 57.) 65.)
7. Have quite a dossier on her in Lg. G.S.File under ISLAND
TUG & BARGE
8. PICT. BOOK 32 pp 56

Originally built as a corvette and used in convoy during the War by the Canadian Government. Newly converted and recommissioned in Feb. 1949 at a value of \$250,000. She will be used mainly in towing logs from various camps to the mill (Pacific Mills) at Ocean Falls B.C. She will be commanded by Capt. S. Salverson who has been with the company for 16 years and has been operating the B.C. Coast for 40 years.

892 Gross; 193.5' x 33' x 18'

2750 h.p. and two Scotch boilers, 225 # W.S.P.4-cyl.

She is owned by the Badwater Towing Co. Ltd. a subsidiary of Pacific Mills Ltd.

Bought by Island Tug & Barge JUNE 1954 P.W.B. pp 26.
Pict. and info. Book 42; pp. 9---40.

M.D. 6/2/1956 Broadside open cut of her on double page
Has total complement of 21 men. and is steam powered.

See Book 43 for pict. and info. on tug, and Book 39 for
story on "Makedonia" salvage in Jan. 1956
See PWB Jan. 1956 pp. 16 for "Makedonia" salvage. V.G.

SUDURCO

Book (29)

Steel steam schooner

(1) Port bow at Pier. (Magazine cut)

SUDURCO

Steel steam schooners of the P.C.

Lyman

Built 1920

5545 tons, was scrapped in 1939.

SUEDCO

Steel steam schooners of the P.C,

Lyman

Built 1920

3545 tons, scrapped in 1935.

SUELCO

Steel steam schooners of the P.C.

Luman

Built 1920

3285 tons, was scrapped in 1936.

Book 32

SUEJA III

Book 29

Private yacht.

1. Good stbd. broad, in stream. (Magazine cut)

2. About the same cut as above. (Mag. cut)

Built by the Griffiths interests at Winslow, Wash. in 1926. 117' x 19' x 8½' She was taken over by A.T.S during War. II and used out of Prince Rupert, B.C. and is now back under the ownership of her original owners the Griffiths interests. Is being operated under charter with Capt. A.F.McClellan in command.

She still has her two original Washington Estep 4-cycle 6-cylinder diesels which have given 22 years of dependable service.

Capt. James G. Griffiths famous twin-screw yacht has been sold to Capt. O.J.Hall millionaire SanDiego man.

Designed originally by Ted Geary she will be taken to Calif. Nov. 13 M.D. says she left the Sound

1942-'43 she was with Elliot Construction Co. 1943 to early in 1947 she was ATS. and from then until sold to Hall she was under charter with A.F.McClellan.

SUHOLCO

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

~~Lyman~~

Built 1920

3545 tons, was sold by the Submarine Boat Co. in
1928 to the Matson Line of S.F. who renamed her the
"Makua", and still owned her in 1941.

SUJERSEYCO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

3253 tons, was bought by the Matson Navigation Co.
of S.F. in 1928 and renamed the MAKAWAO

The Matson Line put her under Honduran registry in
1940 without change of ownership.

SULANIERCO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

3545 tons, was renamed the ADMIRAL SENN by the
Portland-Calif. SS.Co.

Laid up at S.F. in 1938 and sold in 1940 to the
Thai Gov't. who renamed her THEPSATRI NAWA.

SULTAN

Juneau small craft

Emp. 7/12/1928/6 "Sultan", Capt. Guy E. Craig, demonstration boat of the Fairbanks-Morse Eng. Co. arrived in Juneau today. Has a 40 h.p. F.M. diesel. V.G. account.

SULTANA

Mississippi River Boat

1. No picts. (Sept. 30, 1950)
2. Picts. and story of burning; page 42; Apr. '53; S.&S.
3. Story of fire and loss of life--Envelope No. 14
Above story is now in (Note Book 23; pp 144)
4. Another account pp 34 SEE (FOR MEN) July, 1957

The worst S.S. disaster on the inland waterways of the U.S. occurred to the "Sultana" which blew up on the Mississippi River eight miles north of Memphis at 02:00 on the morning of April 27, 1865. Of nearly 2300 passengers and crew members 1450 were killed, the majority being Union soldiers who had been prisoners of war, and were on their way home. Ironically, this terrible tragedy was crowded out of the news and most history books by the more important events of that momentous April, among which were Lee's surrender to Grant and the assassination of Abe. Lincoln.

SUMANCO

Steel steam schooners of the P.C.

Lyman

Built 1920

5285 tons, was scrapped in 1939.

SUNBRAYTON

Can. bauxite carrier.

1. Pict. and info.

Book 42; pp. 11.

Book 53

SUNDE

Album 8

Tuna Boat.

1. Port broad, speed, Seattle waterfront. G.
as U.S.A.T. FP 22.
2. Port broad, speed. (Mag. cut)

SUNELSECO

Steel steam schooners of the P.C.

Lyman

Built 1920

3545 tons, was scrapped in 1939.

SUNEWARKCO

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

~~Lyman~~

3545 tons, was scrapped in 1939

SUNEWCO

Steel steam schooners of the P.C.

Lyman

Built 1920

3545 tons, became the "Admiral Y.S. Williams" of the Portland-Calif. S.S.Co. In Sept. 1939, she was bought by the American Trading Co. of S.F. and was put back in service, having been laid up at S.F. since June 1938. In 1941 on a voyage from S.F. to the Orient she grounded on Silino Island in the Philippines and was floated and sent to Hongkong for repairs. She was captured in dry dock there by the Japs in Dec. 1941.

SUNLAND

British Frt. vessel

1. No pict.

Nothing on her except an article in the Empire for Oct.
10, 1923 stating she was aground in heavy fog on Meadows
Pt. Puget Sound.

SUNLITE

Steel Steam Schooners

1976 tons, had a history exactly like that of the "
"Dawnlite" except that she was renamed the "Pure
Sherril"

Book No. (33)

SUNNYVALE

Libby's 80' steel
Power barge.

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

30' x 24' x 6' Built May, 1949 by Weldit Tank
and Boiler Co. of Seattle from designs made by H.C.Hanson
Powered with 2 D-13000 Cat. diesels turning 1000 r.p.m.
thru a 2 to 1 twin disc reduction gear. She should make
 $10\frac{1}{2}$ light and $9\frac{1}{2}$ loaded. The Cats. rate about 120 h.p.
at 1000 rpm. Cost about \$85,000. completed. Carries
a crew of 5 men under Capt. Carl Aspelund. Will be
used at Libbyville in Bristol Bay.

SUNNYVILLE

PHP--2

Swedish Motorship
Klaveness Lines.

1. Port qtr. slow at sea. (Porthole)
2. Another VG porthole pict.

(PHP--4)

Klaveness Line motorship. 462' long and 9000 deadwt.
tons. 16 knots and carries 12 pass.

Before the War II, Klaveness operated 24 ships
that was in 1939. 13 of them became casualties. The
Klaveness people started in business in Norway in 1800
with the brig "Hedvig Amalia" built by Thor Klaveness.
The present firm of A.F.Klaveness & Co. was formed in
Norway in 1898.

M.D. Oct. 27, 1951

SUNRIP

Lg. Canadian S.S.

1. Info. (Largest frtr. built in Canada) Album 43.
2. VG porthole pict. (PHP--4)

SUNUGENTCO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

3285 tons, became the ADMIRAL WOOD of the Portland-Calif. SS. Co.

She was laid up at S.F. in Aug. 1937 and two years later was sold to A.C. Stralia for \$75,000.

Early in 1940 she was resold to P.F. Soto of Seattle for \$117,500. and went back into service as the

MARTIN SIVERTSEN

In June, 1940 she was bought by Thai owners, who renamed her SISUNTHON NAWA.

SUNVALLEY

Canadian S.S.

1. VG porthole pict.

(PHP--4)

SUNWECO

"Admiral Williams"

See card on "Adm. Wms." BOOK 44; pp 5

SUOMI

Tender-tug-frt.

1. Picts. as the "Ilwaco"

See card on "Ilwaco"

1. Stbd. qtr. nose into side of "Favorite" (Mag. cut)

SUPERIOR STRAITS

New unit of S.T.Co.
of B.C. 1954

1. V.G. pict. and info. PWB. Oct. '54 pp. 31.
2. VG. pict. and some info. PWB. May, 1956 pp. 16
3. Two VG. (One with tow) Tongass Narrows (PCA--7)
4. Picts. and info. (Book 43; pp. 54)

M.D. 8/21/1954

1500 h.p. tug recently purchased by Straits Towing Co. at Port Arthur, Ont. is at Panama Canal (Aug. 20) and due to reach Van. early in Sept. Making 8400 mile trip from the Great Lakes.

Under command of Capt. R.W. Burnett and is making an average speed of 12 knots or about 300 miles~~s~~ a day.

Picts. and info. (N.B. 21; pp 42.) More pp 47.)

SUPHENCO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

3545 tons, 150th and last vessel built at Newark, N.J. by the Submarine Boat Co. was completed as a motorship, with a 2000 h.p. six cylinder diesel of experimental design, built by the James Craig Engine & Mach. Wks. of that city. She was sold to the Dollar interests along with the rest of the S.B.Co. fleet in 1930 and apparently was scrapped in 1939

SUPPORTCO

Steel steam schooners of the P.C.

Lyman

Built 1920

3285 tons, was scrapped in 1939.

SURAILCO

Steel steam schooners of the P.C.

Lyman

Built 1920

3285 tons, became the "Admiral Cole" of the
Portland-Calif. S.S.Co. She was laid up at S.F. in
August, 1937, but went back into service in Feb., 1940
, having been bought for \$75,000 by A.C. Stralla.

SUREMICO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

3545 tons, was sold in 1930 to the Pioneer Trans. Co. of Seattle who took out her engines and rebuilt her as the barge NISQUALLY, 1251 tons. Still owned in 1941 by the Harbor Trans. Co. of Seattle.

SURICHCO

~~Steel Steam Schooners of the Pacific Coast~~

~~Lyman~~

3285 tons, became the ADMIRAL WILEY of the Pacific S.S.Co. in 1930.

Sold in Sept. 1939 to American Trading Co. of S.F.

Left for Port Moresby, New Guinea for Salamoia, Manzanillo and San Francisco on June, 11, 1940 and two days later ran ashore on Kitava Island, on the east coast of New Guinea. Her crew was rescued, but the ship became a total loss.

SURICO

Steel steam schooners of the P.C.

Lyman

Built 1920

3545 tons, became the "Admiral Gove" of the Portland-Calif. S.S. Co. She was laid up at S.F. in May, 1937, and in 1939 was sold \$75,000 to A.C. Stralla. He resold her in January, 1940, to P.F. Soto, Seattle, for \$100,000. Under the new name "Ramona", she was refitted and chartered from Puget Sound to Australia. In June, 1940 she was resold to Wallem & Co. of Shanghai, and went under Panamanian registry.

SURPRISE

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

165 tons, built 1884 at S.F. also by White (C.G.)
She had a three-masted schooner rig, and it is possible
that she was intended for a sailing vessel and converted
to a steam schooner after launching.

She was listed as owned by Capt. R.G. Byxbee and
others of S.F. and drops from the register in 1888.

Album 26

SURVEYOR

~~Album 6.~~

~~U.S.C. & Geodetic Sur.~~

1. Stbd. broad, at small dock Westward Alaska. VG
2. Stbd. broad, near old pile trap; signal flags,
flying. P.C. Album 1.
3. Small mag. cut. Stbd. broad, slow near wooded shore.
4. Port broad, anchored. (620 neg.)
5. 2 picts. Stbd. broad, at West end Gov't. dock, Juneau
Oct. 4, 1950
6. PICT. BOOK 32 pp 35
7. PICTS. Info. for sale. BOOK 44; pp 23-24-25-28

172' Steam powered. Commanded in 1944 by Lt. Commdr.
C.B. Durgin.

Empire: 5/30/1919 pp.7; New C & Geo. Sur. "Surveyor" all
pertinent data in this issue.

Empire: 6/17/1919 pp.5; Complete data and history of her.
To be sold. Many good picts. and info. (Book 44----) Index

4/19/1940/8 Arr. Juneau; to work in the Lituya Bay, Cape
St. Elias, Yakutat Bay area. 11 officers; 64 men.

6/22/1940/7 "Surveyor" 1100 tons and 186' long is believed
largest vessel to enter Lituya Bay.

SUSAN H

Ketchikan tug owned by
Boyer Halvorsen

1. Good pict. pp 8 in A.S. Feb. 1958.

Also a pretty good story with pictures on log towing for
the pulp mill at Ward's Cove. (AS Feb. '58 pp 8)

SUSANNAH

Yukon River steamer

1. No picts.

Built 1889 at S.F. 75 tons.

SUSAN OLSON

Wooden steam schooner

1. No picts.

According to Hugh Delanty of the Grays Hbr. Steve-
dore Co. of Aberdeen this vessel was originally the wooden
steam schooner "Willamette"

SUSAN S MORAN

Moran Co. steam tug.

1. Good pict. of her and other Moran Co. tugs towing the large ocean liner "Uruguay" Cover of Jan. 1951

SHIPS & SAILING

SUSCOLANCO

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

3545 tons, became the ADMIRAL NULTON of the Portland-Calif. SS. lines. and later passed to the Admiral-Oriental Line, who still owned her in 1941

SUSHERICO

Book (29)

Steel steam schooner

(1) Port broad. (Magazine cut)

SUSIE

No. 115855

Yukon River steamer

1. No picts.
2. Stbd. broad in ice. V.G. (Alaska Sportsman Jan. '53
page 15)
3. Vlg. pict. Album 48; pp. 27.
4. VG pict. and some info. Book 44; pp 10.
5. VG Pict. and story STEAMBOAT BILL Summer '59 pp 43.

(MRS SUSIE NIEBAUM) Built at Unalaska in 1898; 1130 tons
Was on the ways at St Michael in 1944. (See "Hannah")

Built as above. Blue book says at St. Michael. 1211 gross
728 net; 222.8' X 42' x 6.2'

SUSIE

Old P. Sd. str.

1. No piets.

Info. Book 36; Page 81

SUSIE M. PLUMMER

4-masted schooner

1.

Chartered by the Union Packing Co. of Tacoma for use by
them at Koggiung (Bristol Bay) for the season of 1906.
She is an ex Atlantic coast sch. of 808 net tons.

SUSITNA

Ex "Terminal Knot"

1. VG Fantail view in Clarence Strait. (PCA-10)

3/2/1950/7 "Terminal Knot" renamed "Susitna" by owners
ASSCo. 321' x 50' x 21' 3812 gross tons; powered
with a 1700 h.p. Nordberg diesel. Built in 1945 by
Kaiser's Richmond, Calif. yards. Chartered from the
U.S. Maritime Comm. by A.S.S.Co. since 1946 and purchase
by the company in 1948

SUSITNA

~~A. S. S. Co. knot ship~~

1. Coming into Juneau dock. (PCA--7)
2. VG Pict. (speed) port bow. (S&S Fall 1957 pp 13)

Pict. and info. (NOTE BOOK No. 1. pp 3-33-65-67)

SUSPEARCO

Steel Steam Schooners of the Pacific Coast

Lyman

2545 tons, was scrapped in 1939

SUSHERICO

Steel steam schooners of the P.C.

Lyman

Built 1920

3253 tons, was sold to the Matson Line in 1928 and renamed "Manini". She was sunk by a Jap submarine on December 17, 1941, the crew of 31 reaching Honolulu safely.

Book 38

SUSQUEHANNA

Old Pacific Str.

1. Good 8 x 10 pict. Neg. no. 23158

Book 32

SUTHERLAND

Book 29

Steel steam schooner.

1. Stbd. broad, speed. (Magazine cut)
2. Stbd. broad, slow. (Mag. cut)

10/22/1940/6 Lost both her anchors in a gale off Shismaref and called the Indian Service vessel "North Star" to take off 123 tons of Bureau frt for Shismaref, at sea to unload at that point. The "Sutherland" is an A.S.S.Co. st vessel.

M.D.1/26/1957 (Ten Yrs. ago) The former Seattle-built S.S. "Sutherland" has broken her back on rocks in mouth of the River Shannon on the coast of Ireland.

She was built at the old Seattle Constr. & D.D. Co. during War. I. Carried lumber under the Nelson S.S.Co. flag in the 1930's, then was operated by the A.S.S.Co. until the end of War II.

9/13/1946/3 Unit of A.S.S.Co. sold recently to European nation.

SUTORPCO

Steel steam schooners of the P.C.

Lyman

Built 1920

3289 tons, was scrapped in 1936.

SUTRANSCO

Steel steam schooners of the P.c.

Lyman

Built 1920

3285 tons, became the "Admiral Chase" of the Pacific SS Lines, Ltd., of S.F., about 1930. She was bought by A.C. Stralla for \$ 75,000. Early in 1940 he resold her to the American Trading of S.F., who put her back in service and sold her a few months later to W.R. Carpenter of Sydney, Australia.

SUWARINCO

Steel Steam Schooners of the Pacific Coast.

Lyman

3285 tons, was scrapped in 1935

SUWEID

Steel steam schooners of the P.C.

Lyman

Built 1919

3545 tons, was bought by the Charles Nelson Co. along with the "Plow City", and was sold in 1937 and 1941 to the same owners as the "Plow City".

SUWORDENCO

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

~~Lyman~~

3545 tons, was transferred in 1930 to the Atlantic-Pacific SS. Co. and a couple years later became the ADMIRAL HALSTEAD OF the Pacific Lighterage Corp., a Dollar subsidiary. She stayed in active trading during 1939, when most of her sisters were laid up, and was owned by the Admiral-Oriental Line in 1941.

SVEA

~~P.C. Wooden Steam Schooners~~

~~Lyman.~~

618 tons; built by Bemixsen Shipbuilding Co. at Fairhaven Calif. for Henry Wilson of S.F. in 1906.

Had triple-expansion engine 650 h.p. from Fulton Iron Wks. and carried 700-M ft. lumber

Laid up in Alameda, Calif. in 1930 and still there in 1943.

Being dismantled in the Oakland estuary along with the "Idaho" and "Oregon" "Svea" was 174' long.

She was originally a 3-masted vessel and was being rigged for sail in S.F. when the great earthquake destroyed the city.

1. Pict. Page 43; Aug. '53 S.&.S.

XXX

Album  17.

SWALLOW

U. S. Mine Sweeper.

1. Stbd. broad, showing her wrecked on barren beach
in Aleutian Islands.
2. PICT. of wreck. BOOK 31; pp 27

Seagoing Navy Mine Sweeper "Swallow" equipped with all the very latest navigational gadgets, piled up on the rocks off the entrance to Kanaga Bay, about 600 miles West of Dutch Harbor---to become a total wreck.

The exact date of the disaster was Feb. 19, 1938.

She was replaced on the same mission by the old Navy harbor tug "Tatnuck"

2/21/1938/ U.S. Navy mine-sweeper "Swallow" wrecked on Kanaga Island at noon on Sat. the 19th. Crew of 40 men all reported safe. The C.G. cutter "John C. Spencer" is in the area and steaming to her aid. Also the "Tatnuck" has left Seattle for the scene and to replace her on her missions.

3/1/1938/6 "Swallow" crew arrives in Juneau---tell of wreck. (187' x 36' and built in 1918)

SWAN II

PCA--6.

Bureau of Mines

Ex. "Seal"

Ex. "Bear"

1. Stbd. broad, at Juneau Boat Hbr. float.
2. Three picts of her coming under Douglas bridge.

See card on ALASKA GAME COMMISSION

9/19/1941/4 "Swan II" formerly the "Bear" arrived in Juneau
today from Pr. Wm. Sd.

SWEEPSTAKES

Old schooner

Sitka 1868

Departed Sitka 6/20/'68 on a trading voyage to the N.W.
Coast. Capt. Theodore Haltram

Arrived at Sitka from Chilkat River 9/29/'68 23 tons.
Capt. Theodore Haltram, commanding.

Arr. Sitka 3/10/69 from S.F. Capt. Wm. Phillips. 23.80 T

SWEETBRIAR

C.G. buoy boat.

1. Two picts. anchored off Tenakee. (PCA--7)
2. VG group. Fantail, etc. Fog. (PCA-10)

SWELL

Album 10.

Old steam tug.

1. Port, broad, slow, near P. Sd. shore line. VG

Built at Victoria, B.C. 1912
70' x 19' x 9'

85 gross; 42 net;

SWELL

Canadian tug.

1955

1. Picts. and info.

Album 43; pp. 7; 39; 40.

2. V^G porthole pict.

(PHP--4)

SWIFTSURE

Ketchikan yacht

1. Pict. and info on advertising brochure
Lg. G.S.File under YACHTS

SWINOMISH

No. 200504
Stern-wheel tug of
American T.B.Co.

1. No pict.
2. Burning of "Swinomish" in 1956 Seafair (Spiral 15;pp41)
3. More info. on above. BOOK 44; pp 35

She and the "T.C.Reed" veteran river tugs were stripped of their power plants and dismantled. They were succeeded a few years ago by the Diesel screw tugs "Forester" and "Peter" (PMB 1943)

Built 1903 at LaConner, Wn. 166 gross; 105 net.

91.6 x 20.6 x 4. 175 h.p. steam 7 crew and listed as owned by American T.B. in 1925.

SWORD KNOT

P.C. Album 1.

Alaska Transportation

P.C.A. 6.

1. Port broad, crossing Channel in Hrb. Plane eastern.
2. Port broad, nearly same, silhouette, centered.
3. Port, near broad at Petersburg dock. Aug. 1948

Info. Book 36; Page 59

SYBIL

Yukon River steamer

1. No picts.

Built at Victoria, B.C. 1898; 654 tons; Converted to a barge in 1904

Aug. 31, 1901 White Pass and Yukon Co. converted her to an oil burner----the first one on the Yukon. Woodchoppers thought it was a bluff.

Capt. Henry Baily ran her in 1900

SYDNEY

PCA--6

Ketch. Fish packer
Joe Burdette

1. Stbd. broad, at Newtown float, Ketchikan.
2. Down Gastineau Channel 3/27/'54 (PCA--7)

Info. Book 36; Page 60

SYDNEY

Lg. New B. C. Ferry

Sistership to the "TSWASSEN"

Built 1959 at Victoria, B.C. 475 pass. 105 cars.

336' x 74' Speed 18 knots.

Powered with twin 3000 h.p. Mirrless Diesels.

SYLVITA

Trevor Davis'
yacht.

1. Pict. in Tracy Arm. (Xmas card) (PCA--7)
2. VG pict pp 18 AS July 1958

SYOSSET

T-2 Tanker

1. Pict. and info.

Album 43.