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Bayers, Lloyd H., 1911-1968
Captain Lloyd H. “Kinky” Bayers Collection, 1898-1967
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ACME

Pacific Coast Wooden Steam Schooners

Lyman

416 tons, built at Alameda by John W. Dickie in 1901. Carried 500-M ft. lumber and had a 400 h.p. compound engine from the United Engineering Wks.

In 1918 she was sold to the Parr-McCormick S.S. Line, who resold her two years later to the Moore Mill & Lmbr. Co. both of S.F.

She was wrecked near Coquille Light on the Ore. Coast Oct. 31, 1924.

Emp. 10/31/1924 St. sch. "Acme" went ashore last night on Whiskey Rocks, 6 miles North of Bandon, Ore. Her crew of 22 men were still on her. Storm prevailing. Capt. Fred Miller, master. They were later all saved by C.G. shore crews. 269 tons net.
Sailing ship: "Star of Poland"

1. No pics.

BOOK No. 35 pp 5
1. No picts.
316.31 gross; 302.76 net;
Her name was changed to "Alaska" Aug. 9, 1883
Lost Dec. 31, 1883
A. C. RUBEL Union Oil tanker

1. At Juneau Union Oil dock 4/12/1957 (PCA-10)
1. Port, nearly broad, speed, at sea.
2. Stbd. bow, near, "Azalea" at anchor.
3. Stbd. broad, speed, Seattle Hbr. Porthole No. 1
4. Port broad, speed. (Mag. cut)
M.Digest 1/5/'46

Hull laid down by Union Iron Works in S. F. 1888. and commissioned as U.S. Navy tug "Lively"

Bought from Navy at Mare Island by P.S.T. & B. 1935 and re-converted and renamed "Active". Her steam engine was replaced with a 640 H.P. Seaboard Diesel. Did rescue work in addition to routine towing after 1936.

Went out to search for 5-masted "City of Alberni" which was reported to have lost her mizzen mast in a gale 500 miles off Cape Flattery while returning to Vancouver in '40. In 1942 she was requisitioned into Navy and used by them until Aug. 1945.

Co. also operates: Retriever, Neptune, Goliah (ocean) and Douglas, Equator, Lively, Commissioner, Delwood, Christy R and Crowley 22. Co. is headed by Harrison Hart.

6/24/1952 Man lost overboard from "Active", Capt. Earl Davis, near Vank Island.
 ACTIVE

(Old steam tug)

1. Port broad, speed, near rocky hill.  
2. Stbd. bow, with tugs, "Mary C" and "Cornelia Cook"
Built 1899 at Tacoma, Wn.  See Blud Books for 1906 and 1926. Burned for her metal in 1943.
1. Info. only. pp. 40; Book 41.

2. Good port broad, speed on pp. 17; P.W.B. Apr. 1954


(page 7)
See pics. and story in P.W.B. Apr. 1954 pp.17. V.G. and complete history. This article tells of her being repowered with a new 880 h.p. Enterprise diesel.
Arr. Sitka July 1869 from S.F. Capt. C.C. Dall; 510.43 ton
See more on her on card on Mr. WM. H. SEWARD
Owners are North Pacific Transportation Co. of S.F. Calif.
ACTIVE

Canadian sealing sch.

Info. Book 37 page 20
See history and info. Book 37 page 20
1. Picts. and story of the rescue of the frt. or tanker "Fort Mercer" (Note book 23; pp 48)
ADA

Canadian sealing sch.

Info. in Book 37 page 20
Steel steam schooners of the P.C. Lyman

2063 tons, was built in 1917 for foreign owners, but was requisitioned by the Shipping Board and renamed Lake Oneida. She had deadweight capacity of 3,400 tons, and a triple expansion engine of 1250-hp, supplied by the builders. In 1921 she was re-engined with two 640-hp McIntosh & Seymour diesels, with twin screws her deadweight capacity thereby being increased 100 tons. She was next renamed the Astmahco IV, and in 1925 was the "Glendaruel of the Mallory Line, New York. In 1927 she was bought by the Crosby Marine Corp. Seattle and renamed the Willa Crosby; while a year later she became the "Admiral Moser" of the Pacific S.S. Co. She was sold to Mexican owners in 1934.
1. VG picts. and complete story of her.  
   (Note Book 23; pp 22--)

2. Another account in CLIMAX Sept. 1958 (On shelves)
1. Port near broad at N.C. Co. float.
2. Port bow, on N.C. Co. ways.
3. Port broad, on N.C. Co. ways.
4. Stbd. broad, on N.C. Co. ways.
5. Stbd. bow, on N.C. Co. ways.
Sold to Pacific Coyle by Columbia Lumber Co. in Jan. '51
Renamed "Pacific Chief" by them. Has a 450 F.M. diesel.

and plans 15 this season.

"Ade" owned by the Columbia Lumber Co., Owens Bros., near Cape Decision

1/16/1950/6 Log parts (crtds) conqueer gulf, Owens Bros.

12/17/1949 Lost a critb off coral pt. near Cape Decision

12/13/1947 B. owned by Owens Bros, Capt. Harvey Klitton,

10/2/1947 Two logs lost in storm off pt. Citation in Chatham

Bounced off an uncharted rock in Aleutians 8/20/’94 and hung up. Pulled off by U.S.S. "Petrel", "Concord", and "Yorktown" and escorted to Sitka arriving there 8/25/’94. Was to proceed south via Inside passage escorted by the "Yorktown"

ALASKAN (Sitka) 7/13/’89 says she and the U.S.S. "Iroquois" left S.F. for Bering Sea Seal Patrol.

ALASKAN (Sitka) 1/4/’96 calls her a 'wooden sloop' and says the crew of the "Ranger" was transferring to her and she was to come to Sitka to relieve the "Pinta."
D.A.DISP. 10/16/1907 says she had been discharging coal at Treadwell for some time and left for the South. One of her crewmen, a Charles Douglas, was arrested by U.S. Marshall Lockhart for stealing clothes etc. from Geo. M. Simpkins of Juneau.
ADELE

German sealing sch.

Info. Book 37 page 20
American sealing sch.

Info. in Book 37; page 20
ADELINE FOSS

Foss L. & T. Co.

1. Std. broad, speed, Puget Sd.  
   Ex "Peterson"  
   "Flösie"  
   "Olympian"
See reverse side of card on "Olympian"
More history in 1944 DAILY JOURNAL. Page Jan. 4.

Late (1959) info. in Lg. G.S. File, in envelope headed "Archer" (info. is on reverse side) and this envelope will be in file headed SHIPPING BOARD VESSELS
2264 tons; completed at Newport News in 1912
232.9' x 44.9' x 19'; Carrying 4060 deadweight tons.
1800 h.p. triple expansion steam plant.

Owned until 1917 by the C.A. Smith Lumber Co. and its subsidiary the Inter-Ocean Trans. Co.

In 1918 she passed to the Dollar S.S. Lines who renamed her "Stanley Dollar" and sold her a few years later to W.R. Chamberlin of S.F. who renamed her the "W.R. Chamberlin" Jr."

In 1943 she was refitted by the U.S. Navy as a repair ship under the name U.S.S. "Tackle"

NOTE: There is a good pict. of her in PACIFIC MARINE REVIEW Feb. 1916 Page 63

Good pict. and some info. pp. 5, Book 41.
1. Port broad from above as she was shortly after she hit on Col. River Bar Feb. 15, 1930
2. Stbd. bow, taken from the beach.
4. Made a neg. of No. 1. above.
5. Bow view; distance; breakers; Rescue operations.

Formerly "Tipton"
"Esther Weems"
Built 1918, Wilmington, Del. as the "Tipton". Later became the "Esther Weems" and then the "Admiral Benson" of the Portland-Calif. S.S.Co. 3049.88 gross 1850 net 299.6' x 45' x 22.6' 1700 h.p. Steel hull.

Ran on Peacock Spit (Columbia River Bar) Feb. 17, 1930 during a dense fog. Gale came up on 18 with 40 mile wind and rain and big sea. Many tugs attempt to get lines to her but unable to. 39 passengers and 18 of crew taken off in breeches buoy by 08:30; Capt. Graham and 5 crew stay on board. Passengers claim Pilot mistook wreck of "Laurel" for entrance buoy. She eventually broke up on the Spit.
Jan. 26, 1906 she was reported drifting on the rocks near Carmanas, B.C. on the West side of Van. Id. B.C. The tug "Loren" was steaming to the rescue but may be too late. She was lost from the tug "Pioneer" off Cape Flattery. Daily Alaska Dispatch. 1/26/1906
ADMIRAL CLARK
Pacific S.S. Co.
"Rutland"

See card on Pacific S.S. Co. or on "Rutland" for more.

Port, broad, slow, Seattle waterfront background.

Stbd. broad, in stream.
Sold to Japan in 1935 along with the Adm. Schley.
1. Port bow, slow, Seattle Hbr. close.
2. Std. broad, bow only out of water; Hawk Inlet. G.
3. Std. qtr. bow only out; showing cannery dock.
5. Std. broad, Juneau Hbr. PCA. No.1
6. Port broad, bow out, stern under in Hawk Inlet;
   dated March, 9, 1918. P.C. Album 1.
9. Good port broad; speed.

Cape Flattery and Limbed back to Juneau for Repears.
D.A.Dep. 3/21/1914 -- she broke her low pressure crank off
See Card on "BUCKWAN" A130. Story in Envelope No. 12.
Hit in entrance to Hawk Inlet Mar. 6, 1918 while under command of Capt. Chas. Glasscock. After bouncing clear and damaging her hull Capt. Glasscock attempted to get her to the Hawk Inlet cannery dock but water gained too fast so he beached her on the mud flats near the cannery.

After being raised by the "Salvor" she was taken to Skinner & Eddy ways in Seattle arriving there 7/18/1918. Needed 7 new plates; 10 plates straightened. New woodwork.

Empire Apr. 23, 1918 states: Raising of the "Admiral Evans" is expected to be completed in about 4 to 5 weeks. Work is going on under J.M. Hewison of the "Salvor" and J. McHandy of the coffer dam building crews.
ADMIRAL EVANS

Pacific S.S. Co.

D.A. Disp. 4/28/1914 she hit a submerged object near Seldovia last night and lost her propeller and broke her tail-shaft. Will lay up at Seldovia and wait for tow to Seattle. (Unit of Alaska Coast Co.)

D.A. Disp. 5/30/1914 she ran through the dock at Ketchikan on May 28th. Capt. M.M. Jensen rang full astern and got full ahead from engine room. This is her 3rd accident in 4 trips! On this occasion she nearly wrecked the Survey Str. "McArthur" which was laying at the same dock. The 'Hoodoo may be satisfied' says Capt. Jensen...

D.A. Disp. 12/20/1914 pp 2; "Adm. Evans" hit a rock at Port Graham last week and had to be beached there and a 4' hole in her bottom, patched. She passed through Juneau last night on her way to the Sound for repairs.

D.A. Disp. 8/27/1916 pp. 2 "Adm. Evans" ran amuck at Petersburg earlier today and wrecked the new Petersburg dock, nearly killed Ollie Nasdland, the warfinger, and panicked her pass. Tides blamed along with slow answer to signals from the engine room.
The "Adm. Evans" arrived in Juneau, 24 hours late from the South. Had engine trouble in B.C. waters and was anchored up for repairs. Capt. Glasscock commanding.

"Adm. Evans" hit a rock at 17:55 last evening in the entrance to Hawk Inlet. Had 136 pass. and crew on board. "Princess Sophia" went out from Juneau to pick up the passengers and bring them in to Juneau. Capt. Chas. A. Glasscock is commanding the "Adm. Evans."

She is now raised and in a cradle at Hawk Inlet and repairs are being made.

She is now in D.D. at Seattle for permanent repairs---towed south yesterday.

Was to return to the S.E. Alaska run for the first time since her sinking in Hawk Inlet. Has been off the run for nearly a year.

Was aground in Duncan Bay yesterday while waiting for tides in Seymour Narrows. Refloated 18:00 last evening. 154 pass. and full cargo Northbound. Just before she grounded she had rammed and sunk the tug "City of Lund." No loss of life.

ENVELOPE 18 is now pasted in Note Book No. 24.
Port, broad, underway, at sea.

Std. bow, coming into P.C. dock Juneau. P.C.A.

Std. near broad, handled by "Katy" and "Tempest".

Good port broad, slow.

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ADMIRAL FARRAGUT

Pacific S.S. Co.

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Disp. 7/22/21 ADM. FARRAGUT suffers explosion of main steam pipe 12 miles outside of Golden Gate. 12 crew men seriously scalded. Woe enroute S.P. to Seattle. Had to be towed back to S.P. for repairs.

S.S. "Rambler" of A.S.S. Co.

A.F. She is now at Juneau. Hailing been escorted heretofore.

Disp. 4/26/1918 she hit a rock leaving Petersburg for Juneau, about 18:00 on Apr. 24th and sustained some damage.

Disp. 7/16/1916 P.P. 8 ADM. FARRAGUT delayed at Peter-

Wait for tide to depart her. She is not damaged.

Sunk -- had been stuck on a mud bank. In tow and had to
Some info. in 1944 DAILY JOURNAL Page Jan. 5.
Sold foreign (Calif.) to be scrapped (NOTE BOOK 1, pp. 5)

Hit rocks leaving this end of Wrangell Narrows coming North. Had 260 passengers and 65 crew on board; was able to proceed to Juneau under her own power where diver Sam Jacobsen dove her to ascertain the amount of damage. Had 1500 tons of frt. I believe her frt. and passengers were transferred to another vessel at Juneau and the boat proceeded south for repairs. Accident occurred Apr. 26, 1918.

A man from the Coast & Geo. Survey was on board at the time and asserted that the vessel hit the object in the main channel and that it was probably some loose or rolling boulder that had slide into the channel recently.

Built by Walt Cramp & Sons at Philadelphia, Pa. in 1898. Has been owned and operated by the American Mail S.S.Co. 1335 net; 280' x 36.1' x 22.7'

D.A.Disp. 9/10/1912 says str. "Farragut" purchased on East Coast by Alaska Coast Co. for the Alaska runs.
<table>
<thead>
<tr>
<th><strong>Album 1</strong></th>
<th><strong>Pacific S.S. Co.</strong></th>
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<tr>
<td><strong>Album 2</strong></td>
<td><strong>Frt. and Pass.</strong></td>
</tr>
<tr>
<td>1. Port, broad, still, in stream, Puget Sd.</td>
<td>VC</td>
</tr>
<tr>
<td>2. Port broad; still. VC.</td>
<td></td>
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<tr>
<td></td>
<td>Ex &quot;Senator&quot;</td>
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</table>
See reverse side of card on "Senator"
Sold foreign, to be scrapped. (NOTE BOOK No. 1. pp 5)
Sept. 4, 1928 The "Adm. Fiske" and the American-Hawaiian Co.'s "Floridian" collided in fog 65 miles South of Tatoosh Island on the Wash. coast. The bow of the "Adm. Fiske" was badly damaged and the "Floridian" was abandoned her crew of 40 men all picked up safely by the "Adm. Fiske" The accident occurred on Sat. night Sept. 1, 1928. The "Floridian" sank.
1. Stock. broad slow at sea.
2. Port broad, speed. V.G.
Built 1913 at S.F. Calif. as the steam schooner "Aroline". Passed to the Pacific S.S.Co. (Admiral Line) in 1916 and renamed "Adm. Goodrich". In 1924 she was taken over by the National S.S.Co. and renamed "Noyo" and returned to the Coast lumber trade. Reported lost on PT. Arena, Calif. in 1935.

SEE HISTORY IN BOOK 35; Page 15

D.A.Disp. 5/24/1917 pp.6; "Adm. Goodrich" ran into a storm off Vancouver Island, B.C. yesterday while bound for Port Graham and lost a scow belonging to the F.I.P. Co. from off her deck...
Emp. 1/8/1923/6 "Adm. Goodrich" washed ashore at Eureka Calif. by wind and high-water Sat. night 6th, was refloated today and is not too badly damaged.
ADMIRAL HALSTEAD

See story of vessel
ADMIRAL KNIGHT
Pacific S.S. Co.

Empire 3/31/1919 pp.7  Says she left Seattle on her 1st trip to Alaska.

Empire: 7/28/1919  "Adm. Knight" a 600 ton wooden st. sch. of the P.S.S.Co. bound from Seattle to Ketchikan with cannery supplies, burned to waters edge yesterday off Van. Id. B.C. One seaman, B. Nelson of Seattle was badly burned.
Port broad speed in stream.
ADMIRAL NICHOLSON
Pacific S.S. Co.
ex "Northland"
Steel st. sch.

1. Port, broad, still in stream, Ketchikan Hbr.  

Emp. 6/25/1924/6 Wreck of the "Adm. Nicholson" on the 
Umpqua River Bar has been sold by the Pac. S.S.Co.

Bids received for her ashore.
Built 1903 at Seattle as the "Northland" for the old Northland Transportation Co. (Not to be confused with a later company of that name operating "North Sea" etc. Used from Seattle to Alaska cannery ports. Passed to the Admiral Line about 1918 and renamed "Adm. Nicholson". Sold to other interests and reported lost on one of the Oregon Coast bars in 1924.

More history on reverse side of card on "Northland".

Some more in 1944 DALIM JOURNAL Page Jan. 6.
Info. Book No. 36 Page 1

D.A Disp.
Emp. 4/9/1923/8 "Adm. Nicholson" arrived in Juneau today and will go to Speel River to load pulp. 4/11/1923/6 Commanded by Capt. Olaf Hansen. Previously was the old steel st. sch. "Northland".

Emp. 5/17/1924 The "Adm. Nicholson" was ashore today near the wreck of the st. sch. "G.C.Lindauer" which went ashore on Pinos Pt. yesterday. " " has a broken back and it is feared the "Adm. Nicholson", which went to her aid may suffer the same fate.
No picts.
Built 1916 at Toledo, Ohio 1951 gross; 1144 net; 26 crew.
252' x 43.7' x 21.2' 1000 h.p. diesel

Emp. 4/11/1924/6 The steam tug "Imaconda" (Hummaconna??) was enroute from Seattle to Taylor Bay, Icy Strait, Alaska to assist the Adm. Line frt. "Adm Peary" which lost a wheel in the Gulf on Apr. 4th but which made port O.K. at Taylor Bay. She is formerly the U.S. Shp. Bd. frtr. "Moonlight" (Must have had sail or been twin screw)

Emp. 5/6/1924/6 M.S. "Adm. Peary" towed to Juneau by the tug "Umaconda" (Hummaconna) Powered with two diesel engines of 320 h.p. each (1955 gross 1580 net.) This is her first trip to Alaska for the Pac. S.S.Co.
1. Port, bow, close, underway Puget Sd.
2. Port broad, slow. V.G.

See cards on S.S. "North Sea" for much more.
Also look under car on "North Sea"
ADMIRAL POPOV

Strange Russian 'round' steamer

1. Port, broad, under way, smoke, wind astern

Emp. 10/29/1921/6 Fire last night in hold of "Adm. Rodman" at dock in Seattle. Extinguished by S.F.D in one hour. Damages not too extensive.

Emp. 4/4/1924 "Adm. Rodman" ran on Calvert Pt. B.C. in snow storm at 03:20 today. Has 32 pass. for Alaska ports. (cannery at Pt. Ellis) "Queen" standing by and may be able to take a pull at high water.

Emp. 4/5/1924 "Adm. Rodman" may be lost. She was actually southbound and the 32 people mentioned are her crew. She has no pass.

Emp. 4/28/1924/6 "Adm. Rodman" refloated and towed to Seattle from Calvert Pt. says Capt. O.W. Call of the "Curacaoe".

Emp. 7/26/1928/6 "Adm. Rodman" taken from Lake Union storage and towed to D.E. for overhaul and refitting and will go back on the Alaska run. Capt. John Anderson in command.
1. Port, broad, slow in stream.
2. Port, broad, at sea. P.C.A.
3. Port, broad, speed, Juneau Hbr. P.C.A.
4. Stbd. broad, from air; at Kennydale. (Mag. cut)
5. Good Port broad, still.
Built 1902 at S. F. Calif. as the "Spokane"  
2277 gross; 1350 net;  270.1 x 40.1 x 17.3  

June, 1948 her hull will be towed to the Puget Sd.  
Bridge & Dredging Co. to be scrapped.

After being taken off the Seattle-Alaska run, she  
swung for many years at anchor in Lake Union and residents of Queen Anne and Capitol Hills viewed her as a weather vane as she swung according to the wind. Later she was laid up at Lake Wn. Shipyards and was considered to old to use in the War period. Later she was sold to Halvorsen who had her towed up to Shaw Island in the San Juan group where she was to be used as a floating resort and pleasure-boat fisherman's haven.
Port bow, slow in stream, close-up.

Port, broad, still, in Juneau Hbr. colored. P.C.A.A.

Stbd. broad, at old dock where A.C.A hangar is now. (Magazine cut)

V.G. 8 x 10 at Juneau Hbr. 1911 (Book 43; pp. 20)
Pacific Alaska Navigation Co.
P.A.N. Co. has had bad luck since merging of Alaska Pacific Co. and Alaska Coast Co. Lost "Yukon" and "Bertha" and had several costly break downs with "Watson" and "Evans"

P. A. N. Co. has been wrecked.

Replaced the old "Portland" in Feb. 1911 after the "Port-

Adm. Samson" was outbound to Alaska.

The "Prt. Vic." was inbound from Vancouver, B.C. and the

None of the 18 persons lost when she sank were ever found.
There is a pict. of one of the three identical Admiral Line boats (Schley, Farragut, or Dewey) taken way back when in Juneau Hbr. (Album 27)
Sold to Japan in 1935 along with the Adm. Dewey.

D.A.Disp. 8/2/1918 pp.4 P.S.S.Co. places "Adm. Schley" on S.E.Alaska run. Will also switch the "Adm. Goodrich" from the Nome run to the S.E.Alaska run. Company has also chartered the st. sch. "H.B.Lovejoy" a 1500 ton vessel for the run. Also bought the strs. "Admiral Sims" and "Admiral Mayo" for their Oriental trade.

D.A.Disp. 8/2/1918 pp.4; The S.S."Admiral Schley" arr. in Juneau today on her first trip.
1. std. broad a/s other P.S.S.Co. ships Lake Union F

Sold
Empire Oct. 10, 1923 says she lost one propeller off Coast of Calif. and was being towed to S.F. by the large tug "Ranger".

See card on Pacific S.S.Co. and also on "Ogdensburg"

Emp. 4/3/1923/7 "Adm. Sebree" is Northbound to Alaska with cannery supplies.

Emp. 8/3/1923/6 "Adm. Sebree" brings coal to Juneau

Emp. 10/9/1923/6 "Adm. Sebree" lost one prop. at sea and is drifting helplessly... Rescue vessels out.

Emp. 10/10/1923/6 Tug "Ranger" towing "Adm. Sebree" to port.
Built 1918 at Seattle 1929 gross 1612 net tons.

249.2' x 44.6' x 21.1' 30 crew 700 h.p.

Empire: 11/25/1919 P.S.S.Co. "Adm. Sims" a total loss in the Phillipines when a typhoon blew her and numerous other craft ashore. She is an aux. sch.
ADMIRAL WAINWRIGHT

ex "Grace Dollar"
later "Agnes Dollar"

D.A.Disp. 2/7/1917 pp.4; The P.C.S.S.Co. frt. "Admiral Wainwright" is being readied at Seattle to enter the Alaska trade. She is the ex. "Grace Dollar"
1. Port broad, slow in stream.  
2. Port, quarter, inside "Azalea" Bristol Bay.  
3. Port bow, upright, fo'castle head and bridge deck above water.  Album 18.  
4. Port, broad, still, in stream; P.C. Album 1.  
5. Port bow, sunk, upright, nose and part of house out.  
6. Good port broad, still.

Towed to Seattle by the "Salvage King"

Her cargo of canned salmon was liberated to the steamer and sent to Cape, and 15 crew who stayed with the stranded ship. A sister ship, the "Violet", arrived and refloated the "Salvage King".

When she hit on ivory island in 1927 she was commanded by Captain, Rogers. The former "Watson" was 50 feet long.

Formerly "Watson"
Built 1902 at Toledo, Ohio; 2009 gross; 1255 net tons.
253.1' x 38.4' x 22.8'  2000 h.p.  64 crew.
ADMIRAL WATSON 81788
Pacific S.S.Co.

D.A. Disp. 11/6/1915 pp. 8; says 'Expect to refloat str. "Admiral Watson" on 11/9/

D.A. Disp. 1/11/1917 pp. 4; "Adm. Watson" was on rocks in Fidalgo Bay recently but has been floated off and is not believed to be badly damaged.

EMPIRE 11/16/1918 pp. 4 Capt. Chas. Glasscock of the "Adm. Watson" caught a bad cold from longshoring at the Snug Hbr. cannery. Regular longshoremen wouldn't work for fear of catching Spanish flu.

Empire: 1/20/1919 "Adm. Watson" broke a crank-shaft in Queen Charlotte Sd. Effected temporary repairs and limped into Seattle escorted by the Pacific T.B. Co. tug.

Empire: 8/8/1919 pp. 2; "Adm. Watson", Capt. Robt. McGilvra made a 'dry' landing at Anchorage dock, to become the first and only ocean going vessel to lay at the dock.
She had lost a prop. blade in Cook Inlet and ran in to tie up; fixed her prop. when tide went out and refloated later all O.K.

Emp. 7/12/21/8 "Adm. Watson"—machinery tampered with—see card on 'STRIKES'

Emp. 4/28/1923/6 Capt. Max Gunther, of the "Adm. Watson" taken ill from the vessel and died today in St. Anns Hospital in Juneau. V.G. life story in paper.

Emp. 7/30/1927/ "Adm Watson" is aground in fog on Ivory Id. B.C. (Milbank Sd.) Pass. and crew taken off. Can. salvage str. is on the scene....

Emp. 1/2/1927/7 Ottot Gritzmocher jumped off "Adm. Rogers" in Milbank Sd. shortly after being taken off the grounded "Adm. Watson" Body not recovered.

Emp. 8/2/1927/8 "Adm. Watson" may become a total loss. Southbound in fog, Capt. S. Glass.... No panic, etc.

Emp. 8/5/1927/6 "Adm. Watson" refloated today and is being towed to Seattle by the "Salvage King"

Emp. 8/11/1927/2 "Adm. Watson" now on Todd's D.D. Sold foreign: to be scrapped. (NOTE BOOK No. 1. pp 5)
1. No picts.
See some info. pp. 5; Book 44.

D.A. Dips. 4/2/1912 She was launched Mon. Mar. 4, 1912 from the yards of Ward and Sons on Seattle's East Waterway. 75' x 16' x 7' and powered with an 80 h.p. Frisco Std. gas engine. Arrived at Juneau on this day and was brought up by Capts. Waldo States and Ed Jones.
1. No picture.
Built in S.F. in 1918

Recently purchased by the Pioneer Towing Co. for $9000 from Gov't surplus. Had been used by the Navy during the war as a YT tug. Was owned by Washington T. & Barge before the War.
ADRIATIC

Old trans-Atlantic side-wheel str.
(Collins Line)

1. Pict. and info. (S&S Mar. '53; pp 15 to 20)
1. No/picts/ Stbd. broad, still in stream as pass. (Mag. cut)
2. Pict. of burning at night (Mag. cut)

2. & 3. above are in Book #34 page 17
Built in 1899 at Poulsbo, Wn. as a crack little Pass. steamer. Around 1910 she was rebuilt as a tug and that year was literally smashed to kindling in Tacoma Hbr. Rebuilt, then in 1922 she was dieselized and saw service with the Cascade Tugboat Co. and later the Olsen T.B. Co. of Tacoma. In her 'sunset' years she changed hands several more times until acquired by the Pioneer Marine Yard. They have offered her to this years (1951) Seafair at Seattle to be burned as the old "Bellingham" was last year.

M.D. Aug. 4, 1951

M.D. Aug. 18, 1961 went off smoothly so she would be ready that night. First step was to remove her parrot No. 7 and her pump, but "Shocking" Anderson (Pioneer Yard partners) also Bill Weather and S.L. helped on the part committee. There was considerable effort on the part of the house above water. It took considerable Marine Yard set, morning they found the vessel sunk and when the burning committee arrived at the Pioneer on Aug. 11, 1961 at 21:00 burned during closing of Seattle's annual Seafair 1961
ADVENTURESS 2-masted pilot sch.

1. Port near broad, speed; (Mag. cut) Book 33; p. 28
100' vessel had served as a bar pilot vessel in S.F. and was bought by Doc Freeman of Seattle early in 1952 and brought to the Sound where she is offered for sale. Was built in East Boothbay, Maine. She is auxiliary powered.

More info. Book 41, pp. 33

D.A. Disp. 10/13/1913 tells of a yacht of this name owned by Borden (Milk) which is in Juneau today.
1. Port broad, still. 1954

(PCA--7)
Old Juneau gas boat.
7/2/1906 the Haines-Skagway mail contract was let to Capt. Peter Madsen. $2496. and called for 6 trips per week May 1, to Nov. 1, and 3 trips on winter schedule. Run was previously bid in by Layton & Germain with their boat "Union".

Was towed to Skagway 11/10/1906 by the Army boat "Peterson" from Haines—had engine troubles.

Again towed to Skagway by the Peterson" 12/31/1906 this time for a lost propeller. Both times the "Peterson" carried the mail back.

D.A. Disp. 11/13/1907 says she left Skagway today for Juneau.
AETNA-LOUISVILLE
Mississippi River tug.
Ashland Oil Co.

1. Port broad (mag. cut)
Completed in Oct. 1951 at Chicago for work on the Miss. and Ohio Rivers. Pushes barges of crude oil from New Orleans to the 45,000 bbl. per day refinery of the Ashland Oil & Refining Co. near Ashland, Kentucky.

For additional Information see scrap book No. 37. page 45.
Port, nearly broad aft. with other in Lake Union. F.
Pict. from wheelhouse showing spray over bow.
Stbd. broad at Std. Oil, Juneau, 1947. P.C.A.1
Two, stbd. broad, at Coles dock. Juneau.
Stbd. broad on N.C.Co. ways.
Port bow, on N.C.Co. ways.
Group of 5 picts. of her wreck on Palm Pt. 1949
Another pict. of wreck. (Mag. cut) Book 31.
Wrecked ALBUM 31 pp 67
STORY OF SINKING AT PT. GARDNER Book 30. Pages 60-61-63

Story of her wreck in Nov 1951 ALASKA SPORTSMAN
by Fred E. Brandes Jr.
1. No pict.

(This is same vessel as Jim Coles tender)

(See adjacent file card)
Built 1889 at S.F. Calif. 65.73 gross; 37.69 net; 77' x 20.8' x 8' Had 80 h.p. steam.

ALASKAN (Sitka) 6/14/90 says she was chartered by the Russian American Pkg. Co. of Karluk and arrived at Karluk last Apr. after a stormy trip North---nearly lost.

ALASKA JOURNAL 5/6/1893 She was to go to Cross Sound and wait to tow the ship "Levi G. Burgess" up to Pyramid Harbor (Chilkat) Empire: 9/23/1919 pp.6; Str. of A.P.A. is being made into a gas-boat at Wrangell.
AFRICAN QUEEN

T-2 tanker.

1. VG Picts. and story of salvage. SKIPPER Dec. 1959. p21
2. See lg. G.S. Files under tankers. also look in all my
WRECK note books, for considerably more.
Port broad, speed Seattle; (Magazine cut)
Built
Designed by Collidge and Hanson and powered with a 110 h.p. Washington Estep Diesel.
For New Eng. Fish Co.
A.G. GARRISH

Canadian tug boat.
Renamed "Arctic Rover"

See envelope in Lg. G.S. File under ARCTIC VESSELS

More PWB July 1958 pp 25

Chartered by Island Tug & Barge, etc. (N.B. 21; pp 50)
1. Std. bow, speed. (Porthole)
2. Towing Victory ship (Porthole No. 4)
Built 1951 (early) at yards of Eastwold Shipbuilding Co. in Aberdeen. Designed by Frank Hubble---senior partner of the Allman Hubble Towboat Co.

55' x 16' x 6.6' and has a model 8-dcmr 2505 Buda Diesel engine which develops 240 h.p. at 900 r.p.m.

Swings a 54" x 24" propellor through a Western Gear --- 2 to 1 reduction.

M.D. Jan. 20, 1951


Old Wood St. Sch.
See "Pavlof"

2. Stud. broad at Ketchikan Hbr.

D.A. Disp. 4/13/1911 says she was sold to E.B. Deming of the P.A.F. Co. in Bellingham and was to be used in the Alaska Salmon trade. 1073 gross; 694 net; Built 1889 at Detroit. Twin 470 h.p steam engs. 196' x 37' x 14'.

used to the Kuskokwim. Recently she has been placed on the Alaska routes. Recently she has been passed to a new company which made the repairs and found she needed extensive repairs; Co. now on cash so was used in coast lumber trade for awhile then it was used in coast lumber trade for awhile then it was turned over to the Horn. To a company formed by A.D. Peabody and Houghton built at Detroit, Mich 1889 and in 1906 she came around D.A. Disp. 2/18/1911 St. "A.G.T." may be sold to new owners.

Later "Pavloff"
Built 1889 at Detroit, Mich. 1085 gross; 687 net tons. 880 h.p. Name later changed to "Pavloff" and wrecked under that name on Tugidak Id. (Between Trinity and Goose Islands) Feb. 17, 1916.

D.A.Disp. 12/2/1909 says she is operated by the Northern Steamship Co. and will continue to be.

D.A.Disp. 8/31/1910 says she has been pulled off the Alas run—owners find not enough business for her.

D.A.Disp. 11/26/1910 says she arr. Juneau today. Has been taken over now by a new company and will run to S.W. Alas ports from Seattle.

D.A.Disp. 12/20/1912 says she was owned by P.A.F. in 1912.

D.A.Disp. 10/22/1909 ARR. Juneau with coal and to go on to Corduroy. Suspended Operation loss of coal on sailings but hopes to resume. Ballast out.

D.A.Disp. 4/14/1909 SAYS THE NORTHWESTERN S.S.CO. OWES IN 1910 BY THE NORTHERN STEAMSHIP CO.
1. Port broad, slow, New York Hbr.
1. No picts.
Built 1898 at Oakland, Calif. 731 tons;
AGNES FOSS

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

1. Port, broad, speed, at sea, as ATS. VG
2. Port broad, Lake Union. (Magazine cut)
3. Air pict. towing stern half of "Fort Dearborn"
   See Page 11 P.M.B. (Workboat Journal) Mar.'52
4. Picts. and info. of rescue of "Margo" in Nov. 1953
   See pages 17, 18, 27; P.W.B. Jan. 1954
5. Four V.G. picts. taken in Tongass Narrows in July or Aug. 1954. Album 27)

Former "Col. Geo. Armistee"
Powered with two 750 h.p. Enterprise diesel engines. Carries a crew of 24 and has fuel capacity enough for 48 days at full cruising speed. Is also an ex mine layer.

Built in 1904. 145' long with 30.6' beam. 443 gross. Repowered with two 750 h.p. Enterprise diesels in 1942. She was in Honolulu at the outbreak of the war (II) and was taken over by the Navy.

Story of her tow of 265' x 50' barge of 1300 tons gross loaded with 1,800,000 B.F.M. lumber for Honolulu from Tacoma. Commanded by Capt. Clyde Smith, with Mate John Devers.

A.G. Wells

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

Album 3
Book 32

2. Same in (Mag. cut)
AHI

Lg. diesel electric tug.
Isleways Ltd., Hawaii.

1. Port broad at Lanai harbor near barges. (Mag. cut)
   (In P.M.B. Oct. 1951)

2. Info. pp.7; P.W.B. May 1954 (Derivation of name)
Sister ship to the tug "Ono" owned by the same outfit. See information in P.M.B. mag. Oct. 1951 which I retained intact and have in book shelf.
Info. Book NO. 43; pp. 59
AJAX

P.A.F. cannery tender

A. J. FULLER

Sailing ship used in Alaska cannery trade.

1. No picts.

HISTORY IN BOOK 35; Page 17
Built in 1881 at Bath, Maine. Before entering the can- 
nery trade she was a famous three masted clipper ship, 
sailing to all parts of the world.

She was rammed and sunk in Elliott Bay, Oct. 30, 1918 
about 2000 ft. off Harbor Island in 225 ft. of water----
Rammed by the Osaka Shosen Kaisha passenger liner "Mexico 
Maru" ----at 01:00 that day. Had just arrived from Uyak 
on Kodiak Island and was waiting to discharge her cargo of 
48,000 cases of canned salmon and 4000 barrels of salt 
fish.

Hole 10' deep was cut in stbd. bow and she sank in 10 
minutes, taking the Seattle Hbr. Depts. big steel mooring 
buoy with her. First Mate T Jorgeson and Watchman E. 
Johnson were the only crew men on board and left in the 
lifeboat. Were picked up by the "Mexico Maru" Was a 
wooden hull and owned by the Northwestern Fisheries Co.

Seattle diver Capt. Henry S. Finch dove on her and re- 
covered compass and part of house from perch 70' in rigging 
but Insurance Co. paid off as cost of raising would have 
been too great.

M.D. 10/7/50
A. J. GODDARD
Pioneer Wet-ass on the Yukon.

1. No pict.
She was the first vessel to traverse the upper Yukon from Lake Bennett to Dawson, via Miles Canyon and the Whitehorse Rapids. 15 tons net. Capt. Goddard assembled her in 1897 on Lake Bennett and had his wife as his Mate.

The hull was built in S.F. and shipped up.

She was wrecked in Lake LeBarge in 1898.

Built 1897 at S.F. and assembled on Lake Bennett;
Lost in 1898 at foot of Lake Bennett
1. No pict.

2. Bow view; on ways at Whitehorse; 2 pict.

3. Stbd. qtr. pushing barge up river. pp 48; Dec. '53

SHIPS AND THE SEA
Built by Alaska Yukon Navigation Co. at Whitehorse as the "Alaska". Renamed "Aksala" in 1913 when she passed to Canadian interests.
<table>
<thead>
<tr>
<th>No. 210992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Salvage steamer</td>
</tr>
<tr>
<td>Capt. Jennings. ??</td>
</tr>
</tbody>
</table>

1. No pics.
Very little in 1944 DAILY JOURNAL  Page Jan. 10.

Out of registry in 1940 221 tons.

D.A.Disp. 1/6/1913 The keel for the new steam tug being built for the Alaska-Portland Pkrs. Assn. has been laid at the yards of Kruse & Banks at Coos Bay.
AKUTAN

1. VG Cover pict. PACIFIC FISHERMAN Oct. 1964 also story pp 6--
ALABAMA

Wood Steam Sch.

Built in 1918 at Alaska-Pacific Construction Co. yard, Seattle for Pacific Alaska Navigation Co. (Later Pacific S.S. Co.) 253.7 x 46.1 x 23.5

Originally intended to have been named "State of Alabama" Sold in 1918 upon completion to J.M. Scott of Mobile, Ala. who resold her in 1919 to foreign owners.
1. Bow view, nose in dock. (Mag. cut)
Stbd, broad, speed.

Port, broad, speed, Alaskan waters.

Looking down on her from stbd. qtr. after being burned in Seattle West Waterway. Album.

Port bow, on fire; fire boat a/s and tug "Delwood" ahead on a line. Album 1.

Stbd. broad, speed. P. C. Album 1.

Port, broad, leaving Juneau. P. C. Album 1.


Port near broad, Aground in Wrangell Narrows. Stern, being scrapped. (Mag. cut)

* A.S.S.GO. to slow down in Narrows came out shortly after KM.

---

Built 1883 at Philadelphia, Pa. 3158 gross; 1939 net tons. 314' x 41' x 17.3' iron hull 3500 h.p. 100 crew
Went on rampage Apr. 26, 1912; $90,000 damage. Capt. J. O'Brien rang full astern and got full ahead. Ran through Coleman Dock and sunk large ferry "Telegraph" at her moorings. Many injured, none fatally. Engineers mistook signals. Accident occurred night of Apr. 25, 1912 when she was returning from the north. Damage est. $125,000.

Hit rocks at Saw Mill Bay just outside of Latouche on July, 17,1918. Acquired a 15 degree list and was assisted off slightly damaged by a number of small gas boats from surrounding villages, over 3 hours later.
D.A.Disp. 5/21/1910 says she left Seattle May 8, 1910 on her first trip to Alaska, in command of Capt. John A. O'Brien. She and the "Northwester", Capt. A. Croskey will operated on the S.W. Alaska run this season.

D.A.Disp. 11/16/1911 tells of Capt. John Johnson putting 15 year old Valdez boy, stowaway, off on San Juan Id. without food or a coat. Passengers were charging extreme cruelty, etc. Had made the lad work hard on way down etc....

Add to the Apr. 26, 1912 episode at Ketchikan—Her Master, Capt. 'Laughing' John Johnson, was ashore at the time and Pilot, Capt. Johnny O'Brien was handling her. Eng. Dunston was in the Eng. room. Damage estimated at $100,000. and 4 people on the dock were seriously hurt and several others were injured.

D.A.Disp. 10/2/1905 Str. "St Paul" S.F. to Portland, is ashore in fog on Punta Gorda. May become a total loss.
Crew and pass. safely ashore.

D.A.Disp. 10/2/1905 Str. "Alameda" is still fast aground on Fort Pt. near S.F. May be refloated O.K. on next tide. Pass. and cargo have been removed.

Emp. 10/24/1921 "Alameda" ran aground near the Seward wharf late Sat. night Oct. 15th. and was refloated without damage at 04:00 next morning (On at 22:00)

Emp. 10/27/1921/6 Details of her grounding (full story)

Emp. 11/18/1921/6 "Alameda" to undergo extensive repairs, new boilers, etc. and will become a two-stacker instead of one as now...

V.G. story and pict. of her pilot-house---now serving as prow of a West Seattle home. (Book 44; pp. 23.)
10/15/1929  "Alameda" ran ashore stern first in fog at the southern end of Wrangell Narrows at 04:30 today. Has 80 crew and 56 pass. and is commanded by Capt. Westerlund. The "Unalga" which was cleaning her boilers as usual managed to get up steam and leave here at 19:00 today.

10/16/1929/7  "Alameda" arr. today---unhurt by grounding. She had anchored and her stern swung ashore.

11/28/1931  S.S. "Alameda" ablaze from stem to stern today. Fire started about 04:00 today at pier 2 of A.S.S.Co. in Seattle. Just arrived from Alaska at 18:00 last night. Blazing hull towed from pier to Hbr. Island and beached by tugs and fire-boats. Had 415 tons of copper ore in holds. Two seamen asleep on her were rescued by firemen. Fireboats still pumping water into her today.

1/4/1932/7  "Alameda" abandoned to underwriters and resold for scrap...

1/11/1935/3  "Alameda" hull sold to Næder & Marcus to be scrapped. VG article.
PICT of burned hull being scrapped. ALBUM 31 pp 26
1. Stbd. broad on N.C.Co. ways.
Stbd. broad, smoking, Olga straits.
1. Port, nearly broad aft. nose in rocks on Elliot Island Oct. 27, 1940
2. Same wreck from port quarter; Canadian tug "Sea Wave" alongside.
3. Same wreck from bridge looking forward.
4. Port broad, still, Juneau Hbr. P.C.A.I.
5. Port broad, speed, at sea. P.C.A.I. VG
7. Port near broad, speed near shore. (Porthole L)
8. Stbd. broad, speed. (Porthole)
9. Pict. at Ketch. 1943 War paint (Album 28)
10. VG. colored; from air; speed. (PCA--7)
11. VG slow in Wrangell Narrows (PCA--7)
Built 1923 at Tacoma, Wn. for the A.S.S.Co.
4658 Gross: 2775 Net: 350.4' x 49.6' x 15.6' 5000 h.p
Steam turbines. 80 crew.

Nov. 30, 1928 she hit bottom in W. Narrows. Her 155 passengers were removed to the beach but she floated off sustaining some damage, in little over an hour.

Constructed at Todds yards in Tacoma. Will be in command of Capt. H. Burns in 1950. Ray Zimmerman will be Chief Eng. of her 5600 h.p. steam plant.


STORY OF GROUNDING SEE BOOK 30. Pages 62-71-74
Picts. and info. pages 14 and 24 in Book 41.
Pict. in Seattle Locks----pp. 25; Book 42.
Emp. 4/20/1923 Launched today at Tacoma, Wash.
Emp. 4/27/1923 Pict. of launching in Empire today.
Emp. 6/9/1923/6 The S.S. "Alaska" departed Seattle today at 09:00 on her first trip to Alaska.
Emp. 10/18/1924 "Alaska" collided with the Union Oil tanker "Utacarson" in fog off Bush Pt. on P. Bd. early today, both vessels suffered some damage.
11/30/1928, S.S. "Alaska" of A.S.S. Co. ran aground in W. Narrows in darkness last night. Listed badly. Her 135 pass. were in life-jackets and ready to abandon ship. She did not hang up but bounced off and was stopped and examined then after finding no severe leaks, proceeded on to Seattle. She was southbound.

8/21/1939/2 Reported aground for two hours near Vogel cannery. Backed into sand bar with tide dropping. Not damaged.

8/22/1939/6 "Alaska" did not ground at Vogel cannery says Capt. He took soundings around stern while laying at the dock and found the water too shallow to maneuver away at low tide so waited at the dock for sufficient water.

11/30/1939/6 Capt. O. Anderson performed quite a feat today when he turned the "Alaska" around in Wrangell Narrows in fog in narrowest part. Went back around Cape Decision.
10/28/1940 "Alaska" hits on Elliot Island with 279 pass on board at 00:10 today. "North Coast" takes pass. from Island to Pr. Rupert.

10/29/1940 "Alaska" refloated at 11:15 today.

11/1/1940 Good pict. of "Alaska" on Elliot Island.

11/4/1940 Pilot Herbert Luckin of "Alaska" charged with negligence. She hit at 00:15, Oct. 27th, etc.

1/6/1941/4 "Alaska" repaired and now enroute to Juneau.

2/17/1941/3 Mrs. John Chappel, whose husband was killed in the Cope Plane crash three years ago, died while dancing in the social hall of the S.S. "Alaska" of heart attack.

Sold; renamed; etc. See index; many places; NOTE BOOK No. 1

Towed to Japan to be scrapped--by tug "Wando" Note Book 1.

See card in Wreck Files (3 x 5)

2/28/1947 Capt. Chas. P. Walsh, pilot, found guilty of negligence in navigation. License suspended 3 months.

6/2/1947/6 S.S. "Alaska" transferred to Northland Trans. Co and will be used exclusively in S.E. Alaska trade.

6/24/1947/3 Capt. Leonard Williams, here on 1st N.C. Co tri
3/25/1948/5 "Alaska" was first U.S. flag vessel other than Navy or military to have radar.

8/19/1949 A baby boy was born on the SS "Alaska" about 5 miles North of Alert Bay to Mr. and Mrs. Harold Kjolso. She was enroute to Ketchikan to join her husband there. Capt H. Burns, Master. She was attended by a who was a passenger.

More on grounding BOOK 44; pp 43.
ALASKA

Canadian tramp str.
8,000 ton. 1918

1. No picts.
Sold to Greek interests in 1956. (Book 44; pp. 33.)
1. No picts.
Str. of the Empire Trans. Co. on the Yukon. See "Empire"
Arrived Sitka from S.F. 3/22/69; Capt Geo M. Waldon.
ALASKA

Very old Atlantic
Str. 1882

1. No. Picts.
See pp. 29 and 30 in SB Bill of Facts No. 50—very little info. other than that she held speed record for Atlantic crossing in 1882 speed of 16.81 knots.
1. No pics.

Small str. used around Wrangell 1898 on.
Built 1888 at S.F. Calif. 46 gross; 23 net; 55.5' x 19' x 7' 40 nominal and 60 indicated h.p.

Find records of her in the OLD FORT WRANGELL NEWS. In some cases she is called "Alaskan"
She was mentioned July 13, 1898 as there commanded by a Capt. G.A. Bell

May 6, 1898 she towed the barge "Garnet" to Yes Bay from Wrangell

D.A. Disp. 2/14/1911 says str. "Alaska" was being repaired.
Previously owned by the Wrangell sawmill she is now owned by Capt. Wallace Langley.

I. No pictures.

She and the old U.S.S. "Colorado" made attacks on the Sahlee River forts of Korea, June, 10 and 11, 1871. U.S. Marines were on the two vessels and captured a Korean flag under command of Capt. McLane Tilton---this being the first landing of the Marines in Korea. The incident was caused when Koreans fired on friendly American trading vessels on the Han River.
1. No picts.
See story on "Acorn"

SOME INFO. IN BOOK 35; Page 21
ALASKA

Old sailing sloop

1. No pict.
It was feared in Sept. 1888 that she had gone down with all hands, but some time later she showed up O.K. Commanded by Capt. A.A. Holte.

Registered at Sitka as a new vessel 1/18/1872 6.37 tons. Capt. John Cook owner and master.
ALASKA (Old)

Old A. S. S. Co.

1. Port, broad, close, still; as "Kansas City" VG
2. Port, broad, speed at sea; P.C. Album 1. VG

Note: The text appears to be a historical record, possibly related to the Alaska (Old) vessel, mentioning events and locations. The text is handwritten and includes various dates and locations, such as "Kansas City," "Port," "Stbd.," and "Latouche dock."
She hit on Blunts Reef during a dense fog on Sat. night Aug. 6, 1921 and sunk in less than half an hour. Commanded by Capt. Harry Hobey. The steamer "Anyox" was a short ways away with the barge "Henry Villard" in tow--she proceeded to the scene. The "Alaska" had been taken off the Alaska run and chartered by the A.S.S.Co. to the Portland-SanFrancisco. S.S.Co. during the fall of 1920. She was outbound from Portland. Capt. Hobey went down with his ship---on the bridge. Press reports at the time reported 38 lost. Subsequent hearings disclosed that the vessel was proceeding at full speed in fog---and that peculiar tidal currents have been found on the coast that tended to set a ship inshore.

HISTORY IN BOOK 35; page 13

D.A.Disp. 10/17/1916 "Alaska" arrived at Seattle today, several days late---She had engine troubles.

D.A.Disp. 1/27/1917 pp.4; "Alaska" broke her steering gear about 4 miles out of Seattle, with 90 pass. on board, and had to be towed back for repairs.
Emp. Oct. 23, 1918/6  S.S. "Alaska" hit rocks in darkness and mist, just below Swanson's Bay in B.C. early today. Pass. all put ashore and her SOS picked up by Canadian coaster "Chelosin" which took the pass. off beach and into Swanson's Bay. Broken steering gear caused the beaching. She was pulled off by the "Chelosin" and escorted back to Swanson's Bay. Had load of copper ore on board from Cordova (Pass. list given) Hit sun. morn Oct. 20th. Oct. 24th paper says "Jefferson" took the pass. back to Seattle ("Alaska" was southbound and "Jeff" northbound but was turned around to take pass. south.) and escort the "Alaska" to Seattle.
Emp. 3/27/1916  Wild rumors flew about Juneau that the Steamer "Alaska" had hit an iceberg on the way to Cordova and had gone down with a fightful loss of life. The rumors were squelched by an Empire report that the vessel arrived at Cordova and was still in the harbor there.
1. No picts.
2. Port qtr. from air, loaded. (Mag. cut) Book 33; p. 27
Similiar to the "Asa Lothrop" and a sister to the "Alaska Spruce". They will be operated on the Western Alaska runs in conjunction with tugs and barges of the company.

Both were purchased on the East Coast from the Maritime Comm. early in 1951 and were enroute to Seattle then Tacoma in May of 1951 and were to go on the runn immediately.

She arrived in Whittier from Newport News, Va. on maiden trip July 7, 1951. Loaded with Army cargo.
1. May become lumber carrier 1954 (Juneau 1-A; pp. 22)
Oct. 26, 1907, she arrived at Wrangell and was fined $500.00 for bringing pass. for hire when not licensed to do so.
1. Stbd. near broad, speed, Wrangell Narrows.
2. Stbd. near broad, backing out, Juneau Hbr. Nov. '48
M.D. Sept. 27, 1959— Completely reconstructed with pass. accom. and new engines. Northland Nav. Co. MS made trial run to northern B.C. ports last week, and started a regular weekly service on Sept. 26th.

She has been provided with 12 pass. cabins. Schedule calls for stops at Alert Bay, Ocean Falls, Bella Bella, Klemtu, Butedale, Prince Rupert, Stewart, Alice Arm, Kincolith, Port Simpson and return.

Commanded by Capt. John Eveleigh and now has a cruising speed of 12 knots provided by new 1650 h.p. G.M. diesels.

Will operate in conjunction with SS "Canadian Prince" which makes a weekly sailing every Tues.

She was originally built the frt. "Chilkoot" at Burrard Dry Docks in 1919. Later became the "Border Prince" before purchase by the Northland Nav. Co. of B.C.
1. Port bow at Northland dock 10/2/48

2. Stbd. bow, on shipyard ways, Lake Union. (Mag. cut)
475 ton converted Army power-barge.
117' by 35' beam and has twin G.M. diesels
Owned by the Queen Fisheries Inc. of Seattle and used
as a floating cannery in the Bristol Bay area in 1948.
Art. Anderson is Pres.; Earling H. Bendiken, Vice-
Pres. and H. Sandvik, Sec.-Treas. of Queen Fisheries.
Photo shows her on the 500 ton capacity marine
ways of the Johnson Mfg. Co. on Seattle's Duwamish
waterway with the seiner "Norse Maid"

Marine Digest Nov. 6, 1948
1. Port broad; speed. (Mag. cut) Book 33: page 13
2. Stern view; close; speed. (Book 33; p. 16.)
Built in 1943 at Oakland, Calif. as the tug "Cortola" 70'. Re-engined with a 360 h.p. Lister-Blackstone diesel Model EVMGRS, 8 cyl., direct air starting, 600 r.p.m. 2:1 reduction through hydraulic SLM gears.

P.M.B. Nov. 1951

They also own and operate the historic old San Francisco tug, "Governor Markham" and a 110' "Alaska No.1" barge.
Information only. BOOK 33 pp 28
ALASKA SPRUCE

Frt. vessel
Ocean Tow. Inc.

1. No pics.
2. Deck view showing cranes etc. (Book 33; p. 21.)
See reverse side of card on "Alaska Cedar".
1. May become lumber carrier (Juneau 1-A; pp. 22)
1. Port broad speed, (Mag. cut)
2. Port broad speed, (very good Mag. cut)
3. Std. qtr. leaving Sitka. (Mag. cut)
4. VG Bort broad, Ketchikan (PCA-10)
Built in 1923 she is 218.5' long and has 40' beam. Went into service early in Dec. of '23 and carries 12,500 barrels of oil. In 1947 she had radar installed and in 1948 she was overhauled and her engines changed, but the same generators of her diesel-electric drive were just cleaned, and rebuilt to stand an increased load, giving her more power.

Moore Drydock Co. at Oakland, Calif. did the rebuild job and her old engines two 300 h.p. diesels were removed. These ran two 245 KW generators. Her two new engines are 450 h.p. Enterprise diesels turning 315 r.p.m. which increases the power of the rebuilt generators.

Motorship Nov. 1948

1. Pict. from M.D. (Lg. G.S. File under STD. OIL. TANKERS)
2. VG pict. Cover P.W.B. Mar. 1959
1. No picts.
Listed on the River in 1898 by MacBride of Whitehorse.
Built 1898 in Nunivak Island, Alaska; 214 gross; 141 net;
110' x 22' x 3.5'
Emp. 1/5/1923  Str. "Alaskan" bound from Victoria to Barclay Sound, B.C. was wrecked off Paschena on Tues Jan. 2nd and all 12 persons on board are feared lost. Built in S.F. 30 years ago and was on the Seattle--S.E. Alaska run some years ago.
NOTE: There was a vessel of that name operating out of Ketchikan on a Westward Mail run. She may have been the same vessel. For pics. see old Ketchikan album.

More info. in Book 37; page 69
Definitely established as the ex British steamer "Mischief"
Built at Oneatta, Ore. 1886. 116 & 71 N 8 crew; 71 h.p.
96.5' x 19' x 7.1'
I think she was lost on the west coast of Van. Id. B.C.
with a loss of 30 lives.
She was definitely used out of Ketchikan on mail runs
around 1906 and 1907——

12/17/1907 NOME NUGGET says a vessel of this name was wrecked in Discovery Passage and
may become a total loss. Owners listed as Hawaiian S.S.Co.
ALASKAN

Lg. Pacific liner
1901
Launched at Union Iron Works in S.F. May 15, 1901 as the largest steamer built on this coast up to that time. Built for Am-Hawaiian S.S. Co. 12,000 tons Placed on the S.F.-Hawaiian-N.Y. run. 489' x 57' x 32'
1. Stbd. broad, at dock early Seattle C. & P.S. Co. VG
2. Stbd. broad, same as above but (Mag. cut)
3. Port broad, foundering at sea. (From Lewis & Dryden)
   620 neg. and 5x7 print

History of vessel.
Foundered off Cape Blanco; May, 12, 1889.

Built 1883 at Wilmington, Del. 1419 gross; 1083 net; 263.4' x 40.75' x 12.5'. Came around the 'Horn' to Portland in Apr. 1884. Went to the Sound in 1888. In 1889 she had left Portland for S.F. to be drydocked and foundered off Cape Blanco.

ALASKAN (Sitka) 6/15/'89 Says she foundered off the Coast of Ore. during the heavy S.E. gale of May 12 and 13 1889 Owned by the O.R.& N. Co. Loss-- $300,000.

D.A. Disp.

Fairbanks Daily Times May 16, 1908 says a launch of this name was launched at Fairbanks.
Wrecked in the entrance to Lituya Bay Aug. 13, 1892 while Capt. Eric Aanland and John Ellis were trying to enter the Bay. Both were saved. Had to walk to Yakutat—very tough trip and were brought to Sitka 10/13/1892 on the "Salmo" chartered to replace the "Elsie"
ALBATROSS

Old Rev. cutter
Fish Commission str.

Album 22.

1. Stbd. broad, Ketchikan Hbr.
7/2/1903 U.S. Fish Commission str. had to turn back to Seattle on account of 1 case of small-pox on board. She was under the direction of Dr. David Starr Jordan.

INFO. IN. BOOK 35; page 5

Was quarantined 2 miles from Sitka 8/1/1901 with 50 men on board---one had case of small-pox

8/18/'92 Lieut-Commdr. Tanner, commanding, left Sitka for S.F.

ALASKAN (Sitka) Lt. Cmdr. Z.L. Tanner, left Sitka for Western Alaska today.

ALASKAN (Sitka) 6/12/97 Capt Jeff E Mosèr, commanding.

ALASKAN (Sitka) 8/29/1903 Fish Comm. str. "Albatross", built by Pusey & Jones Co., Wilmington, Del. in Mar. 1882 (1882) at a cost of $145,800. Special equipment cost $45,000. more. Launched Aug. 19, 1882 and was in commission Nov. 11, 1882. She is an iron, twin-screw str. brigantine rigged. 1074 tons displacement at waterline. 234' x 27.6' x 12'
See Emp. Nov. 5, 1915 for account of the sinking of the
Port. broad, speed, as before the War.

ALBERT

Diesel Tug.

Album 7

1

VG
ALBERT J. MYER
U.S. Army cable ship.

4. At Juneau dock. 4/29/55 (PCA--7)
5. V.G. pict's. and info. PWB. July, 1956 pp. 15.
1. Port bow, backing away all white painted. G.
2. Stbd. broad at old Columbia Street dock. G.
3. Port, nearly broad, badly damaged probably result of collision. Album 18.
4. Port bow, still. (Mag. cut)
5. Pict. in PACIFIC FISHERMAN Jan. 1920 (Museum)
Built 1898 at Coupeville, Wn. 149 gross; 97 net; 94.2' x 1916' x 4.9'. In 1909 she was involved in a collision with the "Chippewa" off Four Mile Rock. Sustained damage. Repaired and tied up about 1918. In 1923 she was sold to the Bremerton Tug Boat Co. and a 100 h.p. gas engine installed. She caught fire and burned Sept. 20, 1924.

Built 1892 at Alameda, Calif. 336 gross; 285 net; 75 N.H.P 110 I.H.P. 120' x 31' x 9'.

She was in Wrangell from Cook Inlet May 30, 1898.

CHECK: Two different vessels

**Nome Daily News** Oct. 9, 1899 says she was owned by the Kimball S.S. Co. of Nome and had arrived from the Siberian Coast on this day.

**Alaskan (strike) 4/24/87 says a ship of this name, apparent history in book 36 page 4 for St. michael.

May be the "Al導on" mentioned in Juneau papers, was to leave here as being in Juneau for engine repairs.
ALBION RIVER
Pacific Coast Wooden Steam Schooners

Lyman

382 tons; built 1902
Wrecked at Bodega Bay, Calif. Apr. 3, 1903
No further information.
ALCANTARA

Old Pass. liner

Scrapped in 1958

Lg. G.S. File under SCRAPPED VESSELS, ETC.
255 tons, built 1887 at S.F. by C.G. White for the L.E. White Lmbr. Co. of that port. Had 250 h.p. compound engines by H.S. & Hayes. Carried 300-M ft. of lumber, and was one of the early steam schooners fitted to burn oil. She was wrecked May 2, 1917, 10 miles north of Pt. Arena.
1. Stbd. bow, panorama decks awash; large rock showing. Close-up of above picture.
2. Had been built in San Francisco, Calif. 1887; and wrecked on Pt. Arena, Cal. 1917: 225 tons.
1. Port bow ashore.
2. Port bow ashore, closer.
ALCAZAR
Wooden Steam Schooners of the Pacific Coast Lyman

263 tons, built 1887 by Alex Hay of S.F. and was practically a sister ship to the ALCATRAZ even to engines and lumber capacity.

Owned by the L.E. White Lumber Co. until June, 10, 1907 when she was wrecked without loss of life on Needle Rock, on the Mendocino coast of Calif.
1. No pics.
Paper for Apr. 7, 1897 says she arrived in Juneau today with a load of halibut.
The hull of this little schooner was eventually pulled up on the beach about where the home of Chas. Lesher now stands, and rotted her days away. The last I saw of it was about 1938. Built 1893 at Seattle as a schooner.
Was gas powered about 1906 20 gross; 13 net; 50' x 16' x 5.4'

She disappears from the Registry in 1917. Probably abandoned that year.

Capt. Calder was master----religious in rough way. Write about making stew, sock fell in, wrung it out. Also how she was dismasted in Taku. Put in to heavy poles and she laid over flat net time, lost canvas but survived. Also about buying wind near Kake.

Add in VALDEZ NEWS July 1902 FOR SALE ---1 suit of sails for a 20-ton schooner!
ALCO
Cannery tender, tug.

1. VG Colored cover A/S May, 1959
2. VG Stbd. broad pp 49 ALBUM 10.
Used as a cannery tender mostly in the Fredrick Sd. area, by Alaska Pacific Salmon Corp. at Kake, then by Whiz Packing Co. at Tyee, then by Whiz at Kake. Sold to Bert Parker about 1955 and used in general towing out of Juneau.

Featured on the Porthole Cover of the MARINE DIGEST June 13, 1924 Says she was built for Alaska Pacific Fisheries by Lake Wash. Shipyard, at Houghton, Wash. 65' long and powered with a 140 h.p. Frisco Standard gas engine.
1. No picts.
History and info. Book 35; pages 42-75
Aldina

U.S. sealing sch.

Info. Book 37; page 20
1. No pics.
Built 1894 at Poulsbo, Wn. as a schooner. Became gas-powered some time after the turn of the century.

8 gross; 6 net; 34.7' x 12.4' x 4.5'


Empire: 5/3/1920/7 Capt. Tay Bayers and the "Alecto" took supplies to the site of the proposed Pulp mill at Speel River.

Emp. 10/3/1922 "Alecto" is ashore on Ocean Cape and a total loss. Capt. T.O. Perry, rescued. Lost Sept. 29th.
Port broad, iced down, at Seward.
1. No pics.
9 ton vessel commanded by a Capt. Sangster.
No. 107048
Small old steamer used out of Juneau. 1899

1. No pict.

She lost her propeller near Dyea on 18th Apr. '98 and was towed to Juneau by the steam tug "J.M. Coleman". Used around Ketchikan for local mail runs about 1906 and 1907. Built 1893 at Port Blakely, Wn. Gas powered 14 g. 9 net; 56.5' x 11.2' x 3.7' 5 crew.

D.A.Disp. 2/15/1901 pp.4; Capt. M. Campbell has sold his str. "Alert" to Seattle people who will use her on local mail routes out of Ketchikan. He is taking her down to Ketchikan tomorrow.
Alert

Canadian sealing sch.

Info. Book 37; page 20
ALEUTIAN

Halibut schooner

1. Pict. and info. (pp-29) Album 43.
ALEUTIAN (Old) 96435
Old Alaska S. S. Co.
ex "Panama"

1. Stbd. broad, still, close-up; Columbia Glacier. VG
2. Port, quarter, slow, near high snow-capped mountains
3. About all showing is the rock she hit. Album 18.
4. Stbd. broad, speed at sea. P. C. Album 1. VG
5. Port, broad, still, Juneau Hbr. P. C. A. I.

Early days of A. S. S. Co.

Formerly "Havana"
"Panama"
Built 1898 at Philadelphia, Pa. as the "Havana" later renamed "Panama" and then "Aleutian" of A S. S. Co.

5708 gross; 3510 net. 360' x 50' x 19.9'  5000 h.p.
120 crew. (Check with 1940 Blue Book; may be new one.)

Old "Aleutian" hit a rock off Amook Island in 1929 and sunk immediately. One man lost when he returned to cabins to save a parrot. 35 passengers and all of crew taken off by Capt. Axelson of the cannery tender "Raven".

She sank in 7 mins. Manuel Dorras, crewman was lost when he returned to the ship to save a parrot. Later report says 135 crew and 15 passengers saved and taken to Seward by "Surveyor" Capt. Gus Nord was in command. Date of sinking was May, 26, 1929.

STORY OF SINKING—Book 42; pp37.

Emp. 12/1/1926 A.S.S.Co. buys new str. Sister to "Yukon"

She is the "Panama" ex "Havana" which has been on the New York to Panama run. She is a steel ship.

Capt. Glasscock left to bring her to Seattle. Capt. Jock Livingston was transferred to the "Yukon".
2/25/1929 S.S. "Aleutian" hit Maud Island in Seymour Narrows. She disabled her steering gear and called for help. However, she backed off the rocks and was able to proceed South. Near Waldron, down Bellingham way she anchored after developing a bad list, and transferred her 198 pass. to the "Alameda" An A.C.S soldier, Arthur K. Bonney, became crazed and cut his throat with a razor but was overcome by crewmen and given first aid. He was placed in a straight-jacket.

3/1/1929/8 Good article on S.S. "Aleutian" which hit on Maud Island in strong tides at 23:30 Sat. nite. Capt. Gus Nord, etc.

5/27/1929 S.S. "Aleutian", Capt. Gus Nord, hit a rock on Amook Island in Uyak Bay, Kodiak Island yesterday morning at 05:30 and sank in about seven minutes. One Manuel Dorras, lost when he went back to rescue a parrot.

5/28/1929 "Aleutian" is down in deep water. Total loss.

6/18/1929 Capt. Nord has his license suspended for 60 days. His 1st accident in 30 years. The rock is marked on the latest charts.
1/8/1927/6 "Panama" renamed "Aleutian" by A.S.S.Co. and will sail for Alaska on her maiden trip June 4, 1927 under command of Capt. Chas. Glasscock.

Emp. 6/7/1927/7 Plans of new "Aleutian" in Empire.
Emp. 6/8/1927/6 "Aleutian", Capt. Gus Nord, arr. 19:00 last night on her initial trip to Alaska.

2. Port broad, distance, showing her with nose ashore on West Pt. near lighthouse.

3. Stbd. broad, distance, ashore at Sitka Aug. 28, '35

4. Stbd. qtr, same time as above. See Album 10/17

5. Port, broad, leaving Juneau Hbr. P.C.Album 1. VG


7. Port near broad, aft. going into Alaska Dock Juneau

8. Set of six, iced at Alaska dock, Juneau, 1948

9. Two stbd. bow in fog Juneau; spring 1948

10. Port near broad, from air. (Porthole)

11. Two picts. at Ketch. 1943; War paint. (Album 28)

12. V.G. near broad, speed. (Album 27)

13. V.G. speed. 8 x 10 pict. Book 48 ppl 24.)
6361 tons and 416' long. Built 1906 as the Mexico of the AGWI Lines. Carries 496 passengers. Will be commanded by Capt. C. Nilsén. in 1950.

Grounded in Wrangell Narrows Feb. 27, 1945
Some info. in Book 36 Pages 3--46
Some history in Book 35; Page 41
To go on Hawaiian Id. run---- Book 42. pp. 24.
Made short cruises out of Washington, D.C. as the "Trade-wind" but at this writing has been sold to a scrap dealer. See pp. 7, Spring 1956 S&S.
4/22/1930/7 New A.S.S.Co. str. rebuilt and will come to Alaska on her initial voyage in May this year. Purchased from Ward Line of N.Y. in Aug. 1929 and was the ex-Str. "Mexico" 42'6" x 50' etc.

5/7/1930/2 The new "Aleutian" arr at 23:00 last night on her maiden voyage to Alaska. (At Juneau) Capt. Charles A. Glasscock.

11/26/1941/ SS "Aleutian" hit Ripple Rock in Seymour Narrows with 226 pass (31 steerage) on board—northbound. Pumps holding water and she is proceeding for Seattle.

12/1/1941/ "Aleutian" hit Ripple Rock at 04:30

Sold, renamed, etc. (NOTE BOOK No. 1. pp 11-14-15-18-25-37--42)
8/28/1933  "Aleutian" hit Jorkins Pt. in fog yesterday with 163 pass. on board. Backed off, baking, and is proceeding back to Seattle. "Victoria" will remove her pass. and bring them North.

S&S Summer 1956 pp. 16 V.G. picts. and story about her retiring. (as the "Tradewind")

8/15/1941/6 Ran into sand bank off West Point, P. Sd. in fog yesterday at 09:45 just about 15 minutes after the Weyerhaeuser frt. SS "Hanley" had been pulled free from almost the same spot. She has 365 pass. Later floated off O.K.

7/10/1946  "Aleutian" coming back on Alaska run after a four month lay-up.
Two. Stbd. broad, at City Float, Juneau.

2. Stbd. broad, (Small Mag. cut)
Built at Tacoma Wn. 1944  263 gross; 179 net;  
1000 h.p. oil engines. Fishing, home port Juneau, Doc-
136' x 26' x 8'  Former Navy PCS. Powered with two  
500 h.p. General Motors diesels. Also a 30 kw and 60  
kw generator. Three hatches provide under-cover freight  
capacity.  
Also 501 Radar  Fathometer  Sperry Gyro Compass  
65 watt Northern Radio  Rowe Halibut Gurdy  
Metal Marine Automatic Pilot  American double-drumm  
Cargo Winch. etc.  

12/5/1953  Nearly founders off Yaquina Bay. with 5 men  
on board. Bilges & pumps fouled. (Book 39; pp 65)  
See card in small 3 x 5 file on her for more.
ALEUTIAN NATIVE

Port broad, speed, Seattle, (Magazine cut.)

Stbd. broad, race with "Indian" Seattle. (Porthole)
Designed by H.C. Hanson
Some info. Book 36 Pages 12--50
1. No picts.
1. Pict. in Tongass Narrows with crib Oct. 1955 (PCA-7)
2. At Ketchikan dock. (PCA-10)
ALEXANDER  
Am. sealing sch.  
1884

In 1884 she and the "Otto" took 1700 skins
Owned and sailed by Capt. A.C. Brown of Kodiak in 1895
Was at scene of wreck of "C.G. White" See card on latter.
4/12/1892 she was wrecked on the North side of St Paul Id. this day, and became a total loss. Capt. W.B. Shorey and crew of 21 all O.K. Was owned by Wright & Bowen of S.F. Crew was well taken care of at St. Paul by employees of North American Commercial Co. They were taken south by the str. "Bertha"
1. Stbd. bow at an old pier.
Partial history in Lewis & Dryden

In Jan. 1893 she passed to hands of A.P. Lorentzen of Juneau. She left there in Feb. for a supposed trading trip to Hakodate, Japan—expenses for trip running over $50,000. Among other articles in her cargo were over 600 seal clubs. Commanded by Capt. Alexander McLean, one of the boldest seal poachers to ever trod the decks of a vessel. (He had sworn to seek vengeance against Russia)

It was believed locally that Capt. McLean planned to poach in the Kuriles or in Islands in the Gulf of Tartary. The vessel was sighted, but not definitely identified by the Yakutat natives around Feb. 26, 1893. Since that was too early for sealing it is further believed that she was also going to do a little whiskey trading etc. among the natives. None of the U.S. Rev. cutters were out yet—"Bear" & "Corwin" undergoing annual repairs. "Adams" and "Ranger" at Mare Island awaiting arrival of "Alliance" from Hawaii to fill out their crews. It is known that the "Alexander" can out run and out-sail any of the afore mentioned vessels—she does 11 knots under steam and 16 under both. She is bark-rigged with lofty masts.
ALEXANDER  
3-masted steam bark  
Sealer

See story in Book 37; page 20

Left Sitka 9/10/‘68 for the N.W. Coast of Alaska; Capt. Walter E. Winsor

Departed Sitka 11/16/‘68 for S.F. with Capt. M.C. Erskine in command.

9/22/1906 says steam-whaler "Alexander" was wrecked in Bering Sea. The crew arrived at Seattle today on the "Harold Dollar" from Nome.

In Aug. 1968 she arrived at Sitka from Attou Id. under command of Capt. Adolph Lindfors, with seal skins.

From Russ to U.S.Reg. 4/23/68; 331.13 tons

When she wrecked in 1906 (early in Sept.) her crew was 13 days in an open boat and had to eat blubber to survive.
ALEXANDER

Side wheel.

Lg. old, 2-stack Br. tug.
From Lewis & Dryden.

1. Port broad anchored. (620 neg.)
1. No picts.
Some history in Book 35; page 42
1. No picts.
ALEXANDER MACKENZIE
Arctic supply ship
(Canadian) '57

Mag. pict. only  (LG. G.S.File under ARCTIC VESSELS)
ALFRED ADAMS

Canadian sealing sch.

Info. in Book 37 page 20
1. No pict.
Ran ashore on Brodie Island in Queen Charlotte Sd. while proceeding to aid of "Kennecott" Oct. 9, 1923. Later re-floated and went into Port Stephens for repairs.

Emp. 10/15/1923/6 B.C. Salvage Str. "Algerine" which went aground on the 13th while enroute to the scene of the wrecked "Kennecott," was floated off apparently O.K. today and proceede on her mission. The "Kennecott" is on Brodie Island.
Stbd. broad, slow, Seattle waterfront.

Port, broad, still in stream.
Built 1898 at Cleveland Ohio. 736 tons and carried 7 officers and 40 men. Sister ship to the ONONDAGA. Served as a rum-chaser in the West Indies. Veteran of Spanish American War. Rebuilt just before War I. and during War was sent to Gibraltar as Adm. A.E.Anderson's flag-ship. After the war she went to the Pacific Coast and on the Bering Sea C.G. patrol.

Sold to Foss in Oakland, Cal. in late '30's and lay idle for several years. During the 2nd War she was chartered by the Navy and towed to Kodiak where she was used as an electric generating plant for shore installation

2500 h.p. steam; 204' x 36' x 12.9' 443 gross; 301 net.
See "Simon Foss"
Old steam tug and
small pass ferry.

Port, broad, old steam tug, near shore, calm.  VG
Stbd. broad, still in stream as passenger ferry  VG
Stbd. broad, still in stream; all white.  VG
Stbd. broad, same as No. 3.  (Mag. cut)
Check this info... Built 1897 at Tacoma as the "Alice"
Converted from steam to a 4 cyl. Wash. Estep diesel in 1930. New 260 h.p. diesel installed in 1938
Passed to Foss in 1941 and renamed "Simon Foss"

D.A.Disp. 8/21/1914 Tug "Alice" of the James sawmill in Douglas, has returned from Aetchikan. "She had gone to Nooah, picked up the disabled halibut sch. "Comet" and towed same to Ketch.

Emp. 4/24/1920/7 Arr. Juneau for boiler repairs. She is now serving as a tender for the Todd Pkg. Co., who bought her last year. She will be remembered as the tug that used to tow logs for the old James sawmill at Douglas years ago. Off No. 107327 55 gross; 27 net; Built at Tacoma in 1897 61.6' x 16.2' x 6'
ALICE

Cannery tender- Tug.

1. Port, broad, still, in stream as old steam tug.

Now "Foss No 18"
Built 1892 at Alameda, Calif as a harbor tug. Had a 150 h.p. steam plant. Sold in 1901 to P.A.F. (Sometime prior to 1901 she had been used as a cannery tender at Klawok, Alaska.----P.A.F. had used her as a tender at Fairhaven. Sold in 1906 to Chesley Tug Boat Co.

In 1916 she was condemned as a steamer and sold to Foss Co. who installed a 250 h.p. diesel in her and renamed her "Foss No. 18". In 1936 she was completely re-built and a 450 h.p. Enterprise diesel installed.


NOTICE: SOMEDAY TAKE ALL 'ALICE' CARDS UP AND IRON THEM OUT ..... D.A. Disp. 2/25/1913 says the Str. "Alice" was being remodeled on the beach at Juneau.
ALICE

Old French Barque

1. Stbd. qtr. of broken wreck Jan. 15, 1908
2. Mast only in sand.
She 'piled up near Long Beach, Wash (Col. River Bar)
Jan. 15, 1908
Arr. Sitka from S.F. 3/22/69 Capt. A.M. Burns
3/26/'89 she was halibutting out of Sitka.
5/4/'89 ALASKAN (Sitka) Went out halibut fishing today,
  Capt. J. N. Rowe and crew of Indians.
ALICE

Schooner built in
Seattle 1895

1. No picts.
June, 10, 1895: New schooner "Alice" built in Seattle and owned by Capt. H. Fillmore, left that port May 9, for Alaska with a party of miners.

D.A.Disp. 2/10/1914 Halibut sch. "Alice", 84' long, Capt. Wm. Selig, was wrecked on 8th on Cape Pole in a storm. The halibut boat "Companion" which tried to assist her was also wrecked—same time, same place.
1. No picts.

2. Pict. VG. STEAMBOAT BILL Summer 1959 Back cover.)
Built 1895 at St. Michael (Andreaofsky Slough) by the Alaska Commercial Co. 400 tons. gross; 200 net; 160' x 33' x 8' Crew of 29
1. No plats.
Built 1909 at Seattle for the Northern Commercial Co.
262 tons. Was with the Alaska Railroad in 1944. Was on
the Mukon in 1920. 262 gross; 145 net; 100 h.p. steam
110.6' x 24.5' x 4.6' Crew of 14.
On 11/17/1906 she was reported in a bad way off Cape Flattery—her steering gear was gone and she was laying close in shore. Tugs were out to her rescue but it was doubtful if they would get to her in time.
1. Good pict. as "Chico" (See card on Chico)
7/24/192 commanded by Capt. Worth, she arrived at Unalaska and had on deck the str. "Ware" (Weare??) in pieces for St. Michael---N.A.T.&.T.Co. (Note: I believe the "Ware" mentioned above was in reality the "Portus B Weare"---dates check.)

J.C.M.R. 10/13/1892 The str. "Alice Blanchard", Capt. Worth, arrived at Port Townsend from the mouth of the Yukon. She had taken the pieces of the "Portus B. Weare" to St. Michael...
1. No pict.
Rival of the schooner "Robert Lewers" in the Puget Sd.-Hawaiian Islands trade early in 20th century. She later entered the Alaska herring trade.

Emp. 2/2/1926/6 Tug "Angeles" towed the sch. "Alice Cooke from sea to Port Angeles for repairs. She had become waterlogged in a gale and was lumber laden.

Emp. 2/4/1926/6 "Alice Cooke" towed to safety by tugs, "Angeles" and "Albert"

Emp. 4/5/1927/6 L.E. Geary, Seattle architect, bought the waterlogged hulk of the "Alice Cooke" and sold her again to the Northern Products Co. She will be repaired and used in Alaska codfish trade.
ALICE GERTRUDE
No. 107346

Album 3.

1. Stbd. broad at dock.


VG.
Built 1893 at Seattle, Wn. 413 gross; 271 net;
Was a passenger steamer, not a lumber carrier, and does not properly belong in a list of steam schooners.
Was wrecked off Clallam, Wn. Jan. 11, 1907 while operating in the Seattle-Neah Bay route. (An error previously stated that she was wrecked off Ship Pt., Ore.)
413 gross;
There was 51 people on board when she wrecked, all were saved.
130.6' x 25.7' x 9.6'  18 in crew.  251 h.p.
1/24/1907---Mrs H.S. Pullen of Skagway was on her when she wrecked and nearly drowned when a life-raft turned over. Tugs rescued the pass. and crew.
Info. in Book 37; page 21
Her old master---Thomas Ogden who was Mate on the whaler "Andrew Hicks" in 1906 was killed by a whale off Kodiak.
Wood, st. schooner ex "Forest King"

1. See "Forest King"
Lumber schooner "Alice Tebb" is sinking off Atlantic Coast in a gale. About 100 miles N.E. of Jacksonville, Fla. Seams opened up. Crew is abandoning ship and being picked up by the C.G. "Tallapoosa" which is standing by.
ALICEIL
Wooden Freighters of World War I. Lyman.

709 tons; built in 1916 for Swift & Co. to harvest kelp in the beds off San Diego, which were then being exploited as source of potash for fertilizer and acetone for smokeless powder.

Measured 150' by 38' beam and had two 110 h.p. diesels and cost $45,000.

She had a short career, as she was wrecked on Dec. 13, 1916, on Point Loma at the entrance to San Diego Bay.

Built by the Fulton Shipbuilding Co. on Mormon Id. in S.F. Bay.
1. Port broad at Seattle pier. (Mag. cut)

Up for sale by W.S.A.
1. Stbd. broad, at dock, logs in foreground.
Built 1869 at Olympia, Wn. 115' x 25' x 6'
Burned while laid up at Gig Hbr. along with a boat named the "Welcome" — both ignited by a brush fire!
In company with "Equator" towing old sailing ships in Bristol Bay.
Built in 1901 for the Alaska Packers Ass'n. in Alameda Calif. Caught fire in Elliot Bay in 1949 and crew deserted after cutting loose from her scow tow. Engine was left running ahead and she circled around out of control with the fire-boat after her. She finally rammed her tow and the fireboat caught her and extinguished the fire. She was declared a total constructive loss but Shively fixed her up and in a few weeks she was towing again. Otis Shively plans to repower her with a new diesel.

M.D. 7/1/50

Shively and was still in use in 1952. Some time later she passed to Otis 91' x 23.5' x 10' 15 gross, 75 net. Bérming see as a tug and tender. Steam plant removed in 1928 and deceased. Built 1901 at Alameda, Calif. For A.P.A. For use in the
1. Port near broad, aft. still in stream.
Came to Seattle from Pacific Coast Engineering Co. of Oakland, Calif. in command of Capt. S. Rustad. She was designed by W.C. Nickum

M.D. 2/22/’47 Can shoot 12,000 gals. water per Minute!
1. No pict.
Can shoot 12,000 gallons water per minute. M.D. 2/22/47
1. Stbd. broad, still in stream; close.
2. Port, nearly broad aft. showing broken back and on rocks on Pt. Augusta.
3. Port qtr. same as above.
4. Dead astern showing small craft a/s; calm sea.
5. Port, broad, being burned to prevent dereliction. No's 2, 3, 4, 5, all in Album 17.
6. Port broad, smoke in forepart. being burned.
7. Port near broad, close-up of same pict.
8. Post card of (2) above.
10. Port broad; speed. V.G.
Juneau paper Jan. 16, 1901 says she had to turn back from Taku Inlet on acct. of 50' waves, according to Capt. Nicholson. She came in badly iced then had to anchor in the harbor as wind was too bad to berth.

On Oct. 14, 1900 she left Treadwell dock to bring an injured seaman to hospital in Juneau. A fuse had blown in the Juneau power house and the city was in darkness as she approached. The "Alki" got inside the wharf and ran up on the flats where she stayed over for a tide. Capt. Nicholson was in command.

Good article on reverse side of card on "Dolphin" concern

ING BEEF BETWEEN HER AND "PR. MAY"

200 x 38.2 x 23.2
Built at Bath, Me. 1884: 1259 Gross; 888 net.
and was to operate to Alaska Independently.
Apt. 18, 1910 Dispatch says she was sold to Capt. Wengley

1. Many picts. on card No. 1.
2. VG fantail of wreck. F.N. Miner 7/17/59 pp 8-B

DAILY ALASKAN Jan. 18, 19, 1901 says she tried twice
to cross Taku Inlet but had to return to Juneau. The last
time she nearly had serious trouble——the 'old man' ordered
sails put up and six of her crew froze their hands. Two
of the men may lose theirs.

NOTE: the time of the beaching and hitting
Seattles where it was saved that she needed $1,000. More
she proceeded on to rodmun bay the next day and then on to
and H. Jordan, W. Bush was pursuer and D. Anderson, mate.
next morning. Also on board were all stars of A. Breckly.
her at 10:15. She was repeated—temporarily—and rested.
Cpt. A. C. Jensen ran her in near the cannery and beached
a few minutes after she had left the Dunes Bay cannery.
mer. 25, 1900 at 16:45 she hit en toe-ber of Pt. Dunes

ALASKAN (Sitka) 6/15/’89 says she arrived at Sitka, south-bound from Kodiak. ALASKAN (Sitka) 8/1/’91 Capt. Plummer; chartered by Gov’t. and moored at Unalaska as a guard and prison ship for sealers. U.S. pays vessel $300.00 per day.
K.M. Journal 4/20/1901 says when Capt. H.H. Lloyd went to the new "State of Calif." Capt. Hinkle went to the "Al-Ki" which has been reduced to a tramp frt.

D.A. Disp. 8/20/1908 says she hit the P.C.S.S.Co. wharf in Juneau pretty hard while docking today--knocked out dock lights, and felled chimneys, etc.

D.A. Disp. 9/4/1906 says she bounced off a rock in the San Juan Ids. loaded with explosives. Was later pulled off by tugs, leaking badly, D.D. at Seattle and departed for Alaska again today.

D.A. Disp. 4/22/1910 says she was sold by the P.C.S.S.Co. to Capt. Wallace Langley who plans to take her from lay-up in Eagle Hbr. and use her on runs from the Sound to the Ketchikan district.

D.A. Disp. 2/24/1911 says she is going into commission again. Was laid up in the fall of 1909 in Eagle Hbr. Her fittings were stripped and the hull made into a barge. "Al-ki" is Indian for 'Bye and bye'. New boilers are being made at Commercial Boiler Works. Capt. Langley,
who bought her last April (1910) will be in charge.

Built in Bath, Me. 1884; 888 net tons. Has 600 h.p. st.
200.1' x 38.2' x 23.3' A new company, formed by Wallace
Langley will run her on regular run from Seattle to Valdez
via S.E. Alaska.

D.A.Disp. 7/12/1911 She was sold by Marshall sale at Seattle
to satisfy a debt of $3000. Bought by Struve & Bolling
who plan to repair her and place her back on the Alaska runs. The debt was for wages of Capt. Fred L. Harriman,

D.A.Disp. 2/1/1912 she arr. Juneau on 1st. trip since new
owners and overhaul. Also has new oil-burner and two
new Scotch Marine boilers. W.P. of 160# and carries
1200 bbls. oil Also carries 40 pass. She made her
first trip to Alaska about 1885.

D.A.Disp. 1/17/1912 Recently purchased by the Northland
S.S. Co. she is ready now to come North for 1st time in
many months.

D.A.Disp. 8/28/1912 Commanded by Capt. James Guptil, she
and the "Princess May" had controversy over docking at
Juneau. 22:00 nite of 27th the "Dolphin" had just
pulled out when the "May" whistled in. "Al-ki" was also
in the harbor. Both made for the dock vacated by "Dol-
Dockmen sympathize with "May" Alki" puts on crew to ta
take her lines. "May" finally tied up outside of her to discharge pass. and frt. etc.

D.A.Disp. 6/10/1916 "Al-ki" arrived at Juneau; crew reports having to dodge bullets while loading at Seattle this trip. There is a longshore strike on.

A.R.M. 3/31/1900 pp.7. "Al-ki" ran into an iceberg off Pt. Dundas on 3/23/1900 and had to be beached in Dundas Bay to make temporary repairs to a hole in her bow. Capt. A.C.Jansen, in command.

A.R.M. 4/7/1900 V.G. Full acct. of "Al-ki" collision with iceberg, beaching, repairs, etc. V.G.

D.A.Disp. 10/15/1900 "Al-ki" ran aground on the Juneau flats just below "Gastineau Terrace" last night. Capt. Nicholson mistook house lanterns for lights on the dock. She went dry but floated off O.K. this morning.

ALASKA JOURNAL 5/20/1893 In command of Capt. Plummer, she hit an uncharted rock near Bella Bella, B.C. but bounced clear. Hit at low tide---no one injured etc. She continued 82 her run...


D.A. Disp. 11/2/1917 "Al-ki" ran on Pt. Augusta at 13:51 yesterday afternoon. Complete story. More on pp. 6; Nov. 3, 1917 paper---says watchman taken off by P.A.F. "Firwood" and she has been left to looters! Capt. McGregor and Max Humphries, Juneau agent went to the scene on Nov. 4 on the "Prince of Wales"---to keep looters off.

SEE REVERSE SIDE OF CARD ON "MANHATTAN" FOR MORE ABOUT LOOTING ETC... V.G. STUFF. (Also in large file)

D.A. Disp. 3/10/1918 pp.4; "Al-ki" wreck sold to National Bay and Metal Co. of Seattle for $17,000. including cargo etc...

More in Lg. G.S. File under GOLD RUSH STEAMERS
D.A. Disp. 5/7/1914 The Alaska Codfish Co. has purchased the sch. "Allen A" to replace the sch. "W.H. Dimond" lost off the Shumagins (Bird Id.) Feb. 2, 1914. The "Allen A" was formerly owned by the Tyee Co. Built at Fairhaven, Calif. 266 net. Built 1888. 145' x 35' x 9.4'
1. Port, broad, scow, a/s under Brooklyn bridge. G.
1. VG. Porthole pict.
M.D. 2/16/1957  The Italian Line pioneered direct Pacific Coast--Mediterranean via Panama, in 1925. The "Alessandro Volta" is first of 3 new vessels to be added to their fleet and arrived in Seattle Feb. 12, 1957 on maiden trip. 492' Speed 16½ knots All three built in 1954--re-outfitted in Italian shipyards during 1956/ The "Paciniotti" and the "Ferraris" are expected to make their maiden voyages in Mar. and Apr. Capt. Gabriele Locatelli is in command.
1. No picts.
1. Port broad, at Ketchikan in the harbor.
Built 1896 at Fairhaven, Calif. 19 crew; 637 h.p. 679 gross; 431 net; 164.4' x 35.6' x 12'.

Believe this is the "Alliance" that wrecked early in April 1903 on the Oregon Coast.

MORE RESEARCH REQUIRED ON THIS VESSEL:
D.A.Disp. 8/8/1907 says SS "Alliance" collided with S.S. "City of Panama" at mouth of Willamette River and had to be beached.

D.A.Disp. 1/10/1909 says the str. "Alliance" was ice-bound in the Columbia River near Portland and may be fast for a month! Was on the Portland-S.F. run.

D.A.Disp. 7/31/1915 pp 2; The str. "Alliance" of the Juneau Independent S.S.Co. arrived in Juneau yesterday on her first trip to Alaska in their service. This is the one built at Fairhaven in 1896 and the info. above is correct other than the wrecking in 1903 which was another vessel of the name.
ALLIANCE No. 106273
Old steamer of the Portland and Coast S.S. Co.
From Lewis & Dryden.

1. Stbd. broad, slow. (620 neg.)
Built 1883 at Astoria as the "Emma Hume" for the coasting trade. Did not pan out good so in Feb. 1885 she was lengthened and renamed "Alliance" then sent north on a whaling expedition in conjunction with the "Northern Light". She remained in that occupation until 1888 when bought by the newly organized Portland & Coast S.S. Co. making her initial trip to Shoalwater Bay and Gray's Hbr. July, 7. Apr. 1889 she sank near Postoffice Bar in the Willamette River in collision with the Str. "Danube" (4 steamers were bottled up at the time). Raised and repaired on Saudies Id. and continued on her old run until 1892 at which time she was laid up. 125' x 27' x 12' Some time later she passed to Puget Sd. interests and was used in the Alaska trade. (Arrived in Seattle from Nome Aug. 28, 1899) ALASKA MINING RECORD.

Second net: 426 gross; 245 net; Depth 19;

First tonnage: 298.04 gross; 213.76 net;

Townsend (See Card on Letter)

"Note: No! To the Above--This Alliance became the Breitwe she is the ship of that name that was wrecked in April 1902 on the Ore. Coast. (Skeewee Paper)"
2/8/1929   S.S."Alloway" a U.S. frt. with 34 man crew radios for help. Disabled 3 miles S.W. of Dutch Hbr. Was en-route to Japan to be scrapped. This was her second try the first time she got off Cape Flattery and had to be towed in that was last Dec. 25th. Now the strs. "Yogen Maru" and "Montauk" are in her vicinity.

2/9/1929   "Alloway" now headed for Dutch Hbr. The large B.C. salvage tug, "Salvage King" has left Victoria and may tow both the "Alloway and the "Havila" to Japan.

2/11/1929  The "Alloway", Capt. Throckmorton, broke loose from the S.S. "Bronnnoy" and is again in a serious and dangerous position.

2/12/1929  "Alloway" in tow of the "Montauk" now.

2/13/1929  "Alloway" abandoned in Unimak Pass. Crazed oiler refuses to abandon here with 33 other crewmen and is left behind. Name is Posey.

2/15/1929  "Chelan" (C.G.) loses "Alloway" in storm and fog but managed to rescue Posey, who is sane.

2/16/1929  "Alloway" goes ashore on Ugak Island, Posey had an eye on salvage! says Capt. of "Chelan".
3/4/1929/6 James L Posey of the "Alloway" is not insane
He was out for salvage money. (Name is Posey not Poiley
1. Stbd. broad at old coal dock. (Now Alaska Coastał)

2. Stbd. broad at Cold Storage, Juneau, 1946, rebuilt to fish-packer. P.C.A.C.

3. Off J. Cold Storage dock a/s/ "Homer" (PCA--7)

4. VG. coming into dock. Flags. (PCA-10)
D.A. Disp. 6/17/1914 says she made her first run on the ferry schedule today.

D.A. Disp. 6/12/1914 -- New ferry "Alma" arrives at Juneau from Seattle; Capt. Geo. Rose in command. Also with her was her designer, Mr. L.E. (Ted) Geary. She is powered with a 250 h.p. Speedway gas-engine; direct reversible.

Emp. 5/24/1928/3 "Alma" to make tour to Skagway May 26, for Victoria Day celebration at White Horse.

See 'Secret of 100 Sunken Ships' Envelope No. 17 for story of her wreck.
ALMAGRO  
New Chilean M.S.

1. (Info.) Largest in world. (pp-24) Album 43.
1. Good post card.
Album 26

ALMOTA

Old River Steamer.
From Lewis & Dryden

1. Nearly bow on at River bank. People.
620 neg.
1. Port bow at sea, speed. As the "Phoenix"
2. Beached; stern view; (PCA--7)
Hit an uncharted reef between Uniga and Unalaska in Dec. 1900. Part of her keel was torn away but she was able to proceed to Seattle and was repaired at Ballard. (Alaska Mining Record, Feb. 4, 1901) Under Capt. Jorgensen, she arrived in Juneau on her first trip, Dec. 5, 1900;

Built 1898 at Alameda, Calif. 294 gross; 216 net...
126.5' x 30.5' x 10'
1. No picts. (over)
"Alpha" a 1000 ton Canadian steamer used last year in the Nome trade, was wrecked in Baynes Sound at the entrance to Union Bay in a storm. Capt. F.N. York and managing owner Sam Barber, and 6 other men were drowned. 26 others on board were saved. Had salt salmon and 350 tons coal for Yokohama. Full story.
1. No pics.
Sept. 27, 1888 Juneau City Mining Record says she is missing on a trip to Yakutat from Sitka to pick up a party of men who were attempting to climb Mt. St. Elias. The small steamer "Leo" in command of Capt. Whitford was secured to search the coastline to Yakutat-----she found no trace of the missing sch.

More info. in Book 37; page 21.

ALASKAN (Sitka) 3/2/’89 says she was to leave Sitka for Yakutat today.

ALASKAN (Sitka) 4/20/’89 says she is being repaired and Capt. Hamill and 20 Native hunters were soon to go sealing with her.

ALASKAN (Sitka) 9/14/’89 says she left Yakutat for Sitka Aug. 17th and has not yet arrived. Fears felt and when the cutter "Rush" arrived, Capt. Leonard G. Shepard condescended to search for her.

促进了 ridg sers then 60 sealing next spring.

ALASKAN (Sitka) 6/9/’89 says she was laying on the beach at Yakutat and had been sold by Jeff J. Kuen to Peter

ALASKAN (Sitka) 12/6/’89
1. Stbd. broad; abandoned in cradle at Amalga Landing.  
(First Album)
1. No pics.
Small stern-wheeler built and operated on Lake Bennett.
Made her 1st. trip on May 18, 1900; Caribou to Bennett.
Lg. old halibut sch.

1. Pict. in Museum. PACIFIC FISHERMAN Jan. 1914. p.92
Built 1913 at Seattle, Wn. 64 gross; 43 net; 72' x 18.2' x 8.5'. Crew of 14. Powered with a 110 h.p. Corliss Gas engine.
ALTOONA

Old Portland river steamer--1907

D.A. Disp. 8/20/1907 says she was bought by a Capt. Jarvis to be used at Katalla (Catella) Alaska.
Old schooner barge.

1. Stbd, broad at dock, dismantled, two sticks.
ALVARADO

Steel Steam Schooners of the P.C. Lyman

1522 tons; 1550-M ft. Lmbr. built by Craig yards 1914 for the Pacific Transport Co. and managed by Swayne & Hoyt of S.F.

Had twin screws, driven by two quadruple expansion engines of 500 h.p. each, made by her builders.

In 1924 was bought by Sudden & Heitman Lmbr. Co. of S.F. and 1927 by Moore Mill & Lmbr. Co. to replace the "Mary E. Moore"

She was still trading between the Coquille River and S.F. in 1941.
1. Port, broad at dock, Seattle. As U.S.A.T.
2. Port, broad, under way, Eureka, Cal. peace-time. VG
3. Stbd. broad, broken in two north of Coos Bay.

Album 3/17 Newspaper clipping. Wrecked 3/17/45
Old Seattle hull
Burned at Seafair.
Seattle 1952

1. Pict. of her being burned at Seafair. Book 40; pp 69
2. Check info. on card on ALVERENE
Little or no information about her is given....
(Could she be, by any chance the vessel I have listed as ALVERENE?)
ALVERENE

Canadian Wrecking Str.

1. No pics.
May have been reduced to a barge. See story in Book 37; page 75.
AMAGASAN MARU

Jap motorship.

1. Info. pp. 16, Book 41.
1. Stbd. near broad, speed. (Mag. cut)
Owned by Chas. Ells, of Eureka, Calif. and used up and down the Coast from Coos Bay to Alaska fishing for cod and sole. 70' x 16.5' x 9' Powered with a DL7000 Caterpillar Diesel Engine. and cruises at 9 knots. Skippered by Capt. Chas. S. King.
1. No picts.
American barkentine made record voyage in 1906 from Honolulu to Cape Flattery in 12 days----record has never been equaled.

Capt. P. A. McDonald refutes the above in M.D. 11/4/50 says; better passages over the same route were made by the "Wm. Beebe" in 1878, "Malolo" in 1879; "Malol" 1879 "Hesper" 1866; "Spokane" 1899 and the "Thomas P. Emigh" in 1909.
1. Stbd. broad, at Mine dock in photo titled 'Reflections of Chichagoff, Alaska.'
2. Port broad, at Ketchikan.
3. VG Broadside in Juneau harbor. (PCA-10)
Empire: 9/22/1919 pp.5; Capt. Oscar Johnson of the Mine tender "Chichagof" left for Seattle to bring up the new and larger "Ambassador" Bob Lashua will run the "Chichagof"

Empire: 10/23/1919 pp.2; "Ambassador" recently built and launched at Tacoma Shipbuilding Yards, will come North soon, towing an oil scow for Chichagoff Mines. She has been powered with a 360 h.p. diesel engine.

Empire: 12/5/1919/2/ "Ambassador" arr. Chichagoff; 1st tri

Empire: 12/8/1919 pp. 3/ "Ambassador" arrived in Juneau for first time today. 112' x 22' x 12' and has a 360 h.p. Nelesco Diesel engine. 205 gross; 122 net; 11 knot Cost $150,000. to build. Crew of 8 men. Made the run from Chichagof to Juneau in 13 hrs--45 minutes. Has accommodations for 20 people. Brought North by Capt. Horgan, and turned over to Capt. Oscar Johnson, who has been on the "Chichagof" for several years. First Mate J.R.Thurston. Glen Pettett, Chief; C.E.Lindsay, Assist.

6/19/1923 "Ambassador" Capt. Anderson arrives today.
1. Port bow at N.C. Co. float Aug. 1948
1. No pics.
1. No pics.
Built 1870 in Coos Bay, Ore. 696 gross; 696 net; Bkn. 397 gross; 338 net 153' x 37' x 10.8' (1900)

Her hull lies on the beach in Cleveland Passage on Whitney Island. She was tied up to the old cannery dock and blew adrift one night during a S.E. storm, ending up where she now lies.

She was reduced to a barge about 1913.
1. No pics.
1. Bow only on ways with others. (Mag. cut)
Port, broad, speed, as A.T.S. TP 83.
D.A. Disp. 1/16/1913  Ketchikan fishing sch. "America"
Capt. Mike Keating, which had piled up last month on a
reef near Ketchikan, and had pounded for 9 days before
being refloated and towed to Ketch, where she was repair-
ed, arrived at Everett today with 85,000 # of halibut.
1. Port broad, at sea. (VG. Magazine cut)
2. Stbd. qtr. from air, speed. (Porthole)
3. Stbd. broad, at sea. (Good Mag. cut)

Good general Info. in June 1951 SHIPS & SAILING Page-19
See VG pict. etc. in TOWLINE (Xmas-1964)
Also, Lg. G.S.File under UNITED STATES LINES and perhaps under ATLANTIC PASSENGER LINERS
1. No pict.
Built 1874 at Quincy, Mass. 2054 gross; 1908 net; 232.8' x 43.1' x 19.3' Crew of 20 men. Operated at Kodiak in 1902

7/3/ '92 a ship of this name brought a load of coal to Dutch Hbr. and Unalaska.

7/14/ '94 under Capt. Harding, she was at Sitka. 3 of her crew deserted. Towed to bay and anchored by tug "Favorite" of Killisnoo, Capt. B.F. Brightman.

4/21/ '94 Am. ship "America" stopped at Sitka bound for Dutch and Unalaska with 4000 tons of coal for vessels of the Seal Patrol.
2/24/1932/8 Burned at Taku Hbr. yesterday. On board were Capt. and Mrs. John Haho, and Carl Anderson. She was outside of Taku Hbr. bound for Juneau when fire broke out and was beached on the south point in the entrance to the bay. The people took to the skiff and were picked up by the "Moira" of Libby's cannery, commanded by Capt. Gus Romunseth. Valued at $16,000. and insured for $8000. Built in 1917 at Tacoma.
Post Card Album 1

1. Stbd. broad, at Todd Cannery dock.

F.
Emp. 8/5/1922/2 "America First" passes through Juneau bound to the West with supplies for Culross Island Mng. & Milling Co. Chas G. Titus, who recently purchased her on the Sound, was on board.

Emp. 3/20/1923/2 "America First", Capt. John Haho, returned today, late from Petersburg run. She had struck an iceberg in entrance to Windham Bay and had to be beached there for repairs. Capt. Haho told of the woman, who was left all alone on Turnabout Island and committed suicide. He found her seated in a chair with a bullet in her head and the revolver in her lap. Husband dead and she was lonely, etc....
Alg. old Coastal Frt.

1. Stbd. at dock, scow loading a/s. Seattle. G.
AMERICAN

Lg. U.S. Frt.
(New) 1952

1. Pict. aground; tugs assisting; P. 20; P.W.B. Apr. '53
1. Port bow, upright, sinking at sea. (Mag. out)
1. No picts.
1. Port broad; speed; (Porthole)
492' steamer. Can pack 12,000 tons/ Capt. R.J. Williamson in Feb. 1952

Info. Book 37; page 64.
More info. Book 40; pp 50.
Loads pulp at Ward's Cove, Alaska (NOTE BOOK 1. pp 62)
For story of loss at sea see Lg. G.S.File (AMERICAN MAIL LINES)
774 tons, built 1911, at North Bend, by Kruse & Banks for the Simpson Lmbr. Co.
Carried 760-M ft. and had 600 h.p. compound eng.
1916 sold to Buehner Lmbr. Co. of S.F. and renamed MARTHA BUEHNER.
1923 to The Stout Lmbr. Co.
Sold again in the 30's to Los Angeles owners and laid up at Long Beach in 1940 where she was used as the 'Long Beach Training ship' for the merchant marine—particularly the mess department.
AMUR
Old Gold Rush Freighter
Canadian steel st. sch.

1. Stbd. broad, underway in stream. [VG]
3. Same pict. from Soboleff Neg. V.G. Book 38; pp. 54

Granny, B.C.

Seymour Narrows. Had 1881 tons rlt. Bound Tacoma to

Tobey and "Argus", lost the "Tobey" on the rocks in

D.A. Dep. 7/17/1914 pp. 5; "Amur" towning barges "Gerard C."

Has loaded at Ft. and calttee for Skeewey.

Her damsel would run about $20,000.

D.A. Dep. 6/1/1911 says she hit a rock in Wrangell Narrows

If she proceeds to port, on her arrival at Val. B.C. It was found

Htt Battery Point 9/10/1901 during night. Held out sale
Hit rocks near Chilkat Islands Sept 5, 1901 and damaged $30,000. worth. Refloated and repaired.

She ran on the rocks near Port Simpson, B.C. About 15th of Dec. 1903. Her passengers were removed by the "Farallon".

The str. "Danube" was to replace her on the run and was expected to tow her to Victoria on her return from the north.

She hit on Harbor Reefs at 06:00 Dec. 15, 1903 about two miles out of Port Simpson, B.C. Lost her wheel and stove in her hull but her double bottom kept her from sinking. As the tide was rising she floated off in about two hours then with the aid of considerable canvas and a small launch she made it into Port Simpson. Her Capt. and the pass, made up a purse and chartered the small str. "Neil" to go to Ketchikan for aid. Fortunately they found the str. "Farallon" there and she came down and picked up the 35 pass. and the mail. The skipper and crew stayed with the disabled ship. Owned and operated by the Canadian Pacific S.S. Co.
D.A.Disp. 11/2/1901 says she just came off the ways at Esquimalt, B.C. last week after having extensive repairs made due to a grounding in B.C. waters last month.

D.A.Disp. 12/23/1903 "Amur" is on rocks near old Metlakatla and tugs are proceeding to her aid. "Harallon" took her pass.

1. Port bow at A.J. float; "Trojan" astern.
2. Port bows of her and "Trojan" on N.C.Go. ways.
3. VG at Annex Cr. dock. (PCA-10)
4. As ferry, near A.J. dock. VG. (PCA-10)
D.A.Disp. 3/21/1913 The new gas-ferry boat "Amy" will tow 3 large scows and the 34' cruiser for Grover Winn, to Juneau from Seattle on or about Apr. lst. Capt. Waldo States commanding.

D.A.Disp. 8/30/1913 New ferry "Amy" sold to A.J.G.M.Co.

D.A.Disp. 9/4/13 says she cost $10,075 to build and she was sold at a 10% loss to the A.J.Mine---it seems that 'ever changing marine regulations' was reason for the sale, according to Mr. Margrie. The Ferry Co. is looking for or will build a new, larger and faster ferry.

5/21/1938/6 "Amy" being made into a tug. Built 1913 by Johnson Bros and Blanchard, of Seattle. Designed by L.E.Geary. Has 75 h.p. Union gas engine. Overhauled. She is 65' long. and was originally built for the A.J.
1. No picts.
Originally built at Portland, Ore. Rebuilt 1898 at St. Michael 31 tons; Wrecked on the Nome Beach 8/8/’99

15 net; 46' x 12' x 3.5'
ANCON

Old side-wheel steamer.

1. Stbd. broad, at Ketchikan

2. Stbd. broad, backing out; Alaska waters. (620 neg.)
   From Lewis & Dryden. Also 5x7 print.
JUNEAU CITY MINING RECORD Sept 27, 1888 had interesting editorial on "Ancon" towing sch. "Teaser" to Alaska with passengers on the steamer and powder on the schooner.

HISTORY BOOK 35; page 47

1/5/’89 Commanded by Capt. James Carroll—at Sitka.

ALASKAN (Sitka) 9/14/’89 says she wrecked at Loring at 15:00 on Aug. 29th 1889. Capt. David Wallace and Pilot Capt. H.H. Lloyd on her.

ALASKAN (Sitka) 6/29/’89 Arr. Sitka on 24th; Capt. Wallace Chief Robert Hackley. 98 pass.

ALASKAN (Sitka) 8/10/’89 says she just completed her 108th trip to 'these waters'—from this, she wrecked on her 109th trip.
ANCON

Lg. old pass. frt. str.
First thru' Panama Canal

1. No pics.
Built in 1902 by Maryland Steel Co. at Sparrow's Pt. Md. as the steamship "Shawmut" and was bought to Seattle by the late C.W. Wiley and operated P. Sd. to the Orient by the Boston Tow Boat Co.

Delivered to her new owners, Panama Railroad Co. Jan. 19, 1909 (departure date from Seattle) They renamed her "Ancon". She carried workers and cargo from N.Y. to the Canal Zone while Canal being built---then in Aug. 1914 she led the procession of vessels through from Atlantic to Pacific---just after 07:00. She was a 10,000 toner.

In 1941 she was in Seattle with name "Exacon" on her side. Had been sold by P.RR.Co. to Permanente Cement Co. after they got their new liner "Ancon" and $4,000,000 vessel. Altered at Todds in Seattle and emerged as the S.S. "Permanente" Some years later she was sold to Tidewater Commercial Co. of Baltimore, Md. and became the freighter "Tidewater". Last reports on her she was plying out of Baltimore under the Panamanian flag.

M.D. Sept. 8, 1951
ANDALUCIA

7000 ton Frt.
ex "Volunteer"

1. Small aerial view, beached 1949, from P.I. (Seattle)
2. Broken in two. Tug pulling on one half.
3. Aerial view of two halves and surrounding country.
4. Stbd. near broad, aground. (Mag. cut)
Built 1918 at the Bethlehem Shipyards in Alameda, Calif. 7717 Gross; 5791 Net: 410' x 56' x 29' 2500 h.p. Originally built for the U.S. Shipping Board.

Some years later she passed to the Triton Shipping Co. of N.Y. and came under Panamanian registry.

She had left Chemainus, B.C. Oct. 3, 1949 with a large deckload of lumber for a Canadian concern and was outbound in the Straits of Juan de Fuca on the morning of Oct. 4, '49 at 04:25 when she caught fire in the engine room. At 05:20 her Master, a Geo. Remus beached her about 4 miles East of Neah Bay. Then at 07:00 the fire was extinguished but the vessel was hung up on a pinnacle, was making water and had acquired a list. All but 8 men of her crew of 27 men and 1 woman were removed by the C.G. "Fir" which was standing by. An attempt by 7 tugs to pull her off proved unsuccessful and it is possible that she may never come off.
M.D. 8/6/55/pp.27  Mr. Lawshe remembers the "Andelana" tragedy in Tacoma Harbor in the 1890's. This German steel sailing ship had discharged ballast in preparation for taking on stiffening. Ballast logs were placed on each side of the vessel. While lying in the harbor, with her hatches open, a strong puff of wind suddenly struck her broadside during the night. She turned over on her side quickly, without warning, and sank. All on board the vessel were lost. No one saw the disaster, but those on the waterfront early the next morning noticed that the vessel was gone....
ANDINO

Chilean Motorship

1. VG Porthole pict. (Porthole 4)
M.D. 5/26/1956-- In the Chilean-North Pacific Line service of the Compania Chilena de Navegacion Interocceanica of Valparaiso is in Seattle loading for Mexico and S.A. ports. The company started its service in Mar. 1930 with three vessels—the "Valparaiso", "Santiago", "Actacama" in first regular freight & passenger service from West to East coast of S.A.

In 1947 the Co. acquired from U.S. Gov't. 3 CIV-1 vessels or knot ships. Named "Antartico", "Almagro" and "Amadeo".

In 1948 they acquired the "Andino" and in 1952 the very modern M.S. "Ancud" in Spain. In 1954 they acquired the "Concon" and renamed her "Angol" and also got the "Quintero" which they renamed "Atacama".

The Company is not subsidized by the Chilean Gov't, but operates entirely on private capital.

Capt. Luis Fuentes is master.
ANDREA DORIA
New Italian liner

1. Port near broad; pp 36; Oct. '53 S.&S.
2. Good pict. and info. pp 12: Jan '54 S.&S.
3. Some good info. pp. 11; Book 41.
4. See VG. pict. and complete story of her collision and sinking—with the Swedish liner "Stockholm" in Book No. 46 (See index) pages 4, 5, etc...
5. MARINE ENGINEERING & LOG Sept. 1956 issue carries a VG article with pict. of the collision and causes etc. See pages 59 to 66.
6. VG Cover pict. S&S Winter 1957
7. VG pict. and account of sinking (PWB Winter 1957 pp10)
8. VG story and pict. why they can't raise her...(See pp 13 in SAGA for Oct. 1960.)
M.D. 12/15/1956---Claims involving more than 50-million set for trial April 1st, 1957.
Fed. judge Irving R. Kauffman orders lawyers to speed up pre-trial hearings and to be ready to present more than 900 claims against the two S.S. lines.
50 persons died and many injured in the collision.
Italian Line is suing the Swedish line for $25,000,000. while Swedish line layers say wreck caused by Italians and have filed counter suit for 2-million dollars for damage to "Stockholm" and loss of business during repairs etc.
Pre-trial hearings to fix blame for collision are about half complete.

ANDREA LUCKENBACH
Lg. frt. vessel. C-2 Frtr.
"ANDREA F. LUCKENBACH"

1. Port bow, in Todd's drydock, Seattle. (Porthole)
2. Wreck scene from air showing tug "Ono" furnishing power to unload frt. (Mag. cut) Book #34

3. Lost in War II and; Largest lumber load. See pp. 11 and 22 in Book 42.
Andrea F. Luckenbach.

Ran on a reef on Kauai Id. (Hawaiian Ids.) Mar. 11, 1951 to become a total constructive loss. Had a 15 million dollar cargo and only cargo from No. 4 hold was removed. She was owned by the Luckenbach S.S. Co. and under charter to Pacific Far East Line. Her remains will either be scrapped or abandoned to the U.S. Engineers. Salvage master Walter Martignoni and group of underwriters went to make survey.

M.D. 6/2/1951

See story in P.M.B. Page 24 (Oct. 1951 issue) saved intact and on my shelves.

Also story in Daily Journal under dates Mar. 11th., 13th
Wrecked hull purchased by Marine Salvage, Ltd. Hawaiian affiliate of Dulien Steel Products, Inc. of Washington

Sept. 1951

M.D. 1951

that rescued people from the burning "Morro Castle" in 1934. She was one of the ships that torpedoed and sunk in the North Atlantic with the loss of all hands, during war. II. There was two ships of this name—the old "Andrea" was...
1. Stbd. bow, towing sailingship barge.
2. Port, broad, still at logs.
Lost Aug. 4, 1951 (See record in red Daily Journal)

ex "Rustler", and ex "Lieut. Geo. M. Harris"
Built 1905 at Seattle by H.B. Lovejoy for the Qtr. master Dept. as the Lieut. Geo. M. Harris" Sold to Foss Co. about 1920. Steam changed to diesel (450 Enterprise) in 1930

4/1/1940/7 Lost her rudder in Sitka Hbr. and was towed to Ketchikan with power, by Geo. Baggen and "Sampson II"

Story of sinking, etc. BOOK 34; pp 19
ANDREW FOSS
2nd of name
(Ex. "Barcley")

1. Numerous pics. as the "Lt. Col. Albert H. Barcl ey"
2. PICT. PWB May 1960 pp 35.
VG. info. etc. (N.B. 21; pp 98-99)
Known to have worked around Kodiak in summer of 1906
Skagway paper 12/1/1906 tells of Mate Thomas Ogden being killed by a whale last summer off Kodiak. He was at one time Master of the bark "Alice Knowles"
Port, broad, at anchor.
Stbd. broad, fishing off a Point in Chatham Str.
Same two as above. But these are the originals taken by V.I. Soboleff. P.C. Album 1.
Group of 4 (Soboleff negs.) Book 38; pp. 46
Built 1889 at Port Angeles as a freighter by the Hastings Steamboat Co. 62 gross; 44 net; 58.5' x 17.7' x 8.3'.

Sold to Killisnoo Packing Co. in 1900 and ended her days in Alaska in the herring fishing trade. In 1918 her hull was reported being used out of Juneau as a barge.

ALASKAN (Sitka) 10/17/'96 mentions her as the vessel that removed the freight and baggage from the "Umatilla" when she was beached on Pt. Wilson.

D.ID. NEWS: 4/10/1901 says she was chartered out of Seattle for use at Killisnoo by Carl Sohun and will be run by Capt. Jim Blaine.
1. No picts.
Built on Teslin Lake in June 1898 for the York Co.
ANGEL PETRI

Lg. Wine tanker

1.
See card on "SACKETTS HARBOR"
1. No pics.
2. Pict. as two-masted sch. a/s old Juneau dock in 1913 Book 46; pp. 16.
3. As 2-masted sch. coming into Juneau dock. (Book 46; p. 45)
Emp. 1/5/1923/8 "Anita Phillips" wrecked.

Built 1908 in Juneau by a George Phillips and named for his wife.

She was wrecked Jan. 1, 1923 in the entrance to Port Snettisham. Capt. Tay Bayers, Fred Curtis and were returning from Speel River Pulp Mill to Juneau when the vessels 40 h.p. Corliss gas engine quit. Sails were rigged but gale force winds and a heavy sea forced her on Pt. Stylman where she hit hard and sank in deep water. The three men made shore and were picked up the following day by the mailboat "George Jr". The stranded trio had to burn personal papers and paper money to attract the rescue boat. They were landed in Juneau none the worse for their experience.

D.A. Disp. 6/15/1908 says she was launched yesterday just
1. No picts.
She was built 1898 at Teslin on Teslin Lake (early) and was a shallow draft str 80' x 22'. Used on the Stikine and later went to the Yukon (I think) 162 tons; Dismantled at Whitehorse in 1931.

FORT WRANGELL NEWS 7/20/98 says the new river str. "Anglian" of the Can. Develop. Co. was taken in over ice in pieces from Glenora to Lake Teslin and built there during winter. She made her first trip on the Yukon (trial run) July 3rd. A Capt. McDonald took her in, had her built and ran her.
1. Info. only pp. 9; Album 48
1. Stbd. nearly broad, a/s pile fish trap.
2. Coming into Funter Bay, distance. Book 38; pp 56, 62

D.A.Disp. 7/22/1902 Str. "Anna Barron" of Thlinket Pkg. Co. of Funtar Bay, rammed into the tug "Henry Finch" while docking at Douglas at 00:30 today. Some damage to latter
7/24/1930/7  S.S. "Anna Barron" hit rocks near Pt. Ainsley in Icy Straits in blackness at midnight on July, 22nd and while a 20 mile S.E. wind was blowing. Capt. Geo. D. Black. She sank. Capt. Black and crew of seven saved by Emil Samuelson on the "Dixon" who ran to Funter Bay for help. She was built in 1902 and is a total loss.
ANNA BECK

Canadian steam sealer
Or "Ann Beck"

Info. Book 37; page 24
ANNACIS

Old Canadian tug.
See "M.R.Cliff"

1. Stripped for rebuilding. (Book 33; page 33)
History and info. Book 37; page 71.
6/8/1889 ALASKAN (Sitka) says her name was changed to the "James G. Swan" after being seized and sold to American owners at Port Townsend. Originally was to have been called "The Duke of York" after a dead Indian chief, but his son, the Prince of Wales, objected on the grounds that he did not want the old man's spirit sailing around on the Ocean.
ANNACIS

Old Canadian tug

1. PICTS. (before & after) BOOK 33; pp 33
1. No pict.
Wrecked during a storm at Cape Nome along with four river steamers, Aug. 8, 1899. She was a small tug owned by the Alaska Commercial Co. and used in lighterage work.

70' long; Used by the Alaska Commercial Co. for lighterage work. 97 gross; 66 net; 70.5' x 20.2' x 6.2'
1. Stbd. broad, slow, Seattle Hbr.  
2. Good pict. towing S.S. "Alaska" thru' Lake Wn. Canal  
   Page 35 Aug. '53 S.&.S.  

Ex "Vigilant"
Built 1907 at Tacoma as the St. tug "Vigilant"
Used for a while as a tug for the Ketchikan Spruce Mills.
Foss powered her with a 300 h.p. Enterprise diesel.
Pict. and info. towing bridge to location; Book 41. pp 21.
Diesel yacht
Dr. good.

1. Stbd. broad, still; good; (Magazine out)
Built 1925 at Seattle, Wn. 12 gross; 10
40.5' x 12' x 6'  H.P. 14 (Must be first he owned)

Destroyed by fire at Funter Bay, Alaska Oct. 23, 1928.

Dr. W.F. Good owner and master was using the vessel for a travelling dental office. He and his party were brought to Juneau by the boat "Gloria"

She was built in 1925 (Anna Helen) at Seattle to compete in the Pacific yacht races to Honolulu. Cost about $20,000. new ----at that time.

Above is his first boat. The one pictured is the new yacht. 70' x 17' x 7'.

Emp. 10/23/48
ANNA JACKMAN
Presby Mission vessel
1958

Info. and mag. cuts, etc. in Lg. G.S. File under MISSIONARY VESSELS

ANNA MATHILDA

American sealer.
Or. "Matildae"

Info. Book 37; page 24

ALASKAN (Sitka) 4/15/’93 Capt. C.H. Walch, commanding she arrived at Sitka from sealing trip.
1. Picts. and story of wreck due to storm. (S & S) Mar. 1953 pp 10 to 15
1. Subd. broad, loaded with lumber, near dock, pre-war.
ANNE COMYN

5-masted barkentine

1. Port qtr. at sea. (P.38; Oct. '51 SHIPS & SAILING)
Emp. 2/12/1923/6 The "Anne Comyn" has left Ketchikan for Australia with a full load of lumber and is the first vessel to ever take a load of lumber from Alaska port to foreign shores. The "Alicia Havinside" is enroute to Ketchikan for another load of lumber for Australia.
ANNE HANIFY

Pacific Coast wooden steam schooners. Lyman 1345 tons, was built by Kruse & Banks at North Bend Ore., for the J.R. Hanify Co., S.F. She carried 1500-Mp feet of lumber and was fitted by the Main St. Iron Works with a triple expansion engine of 1000-hp. The Anne Hanify was laid up at S.F. in Nov. 1930, but was put back in Service early in 1941.
Port, nearly broad aft. close, flags, still, clear. F
Built 1920 at North Bend, Ore. for the J.R. Hanify (of S.F.) account. 1343 Gross: 756 Net. 235' x 43' x 17.7' Rated 1000 h.p. steam and carried a crew of 22.

Used by A.T.S. during the War (II) out of Prince Rupert and in S.E. Alaska waters. After the war she passed into oblivion only to turn up again as the "Salina Cruz" of the West Coast S.S.Co. under Panamanian registry but operated by Anthony Correro Stralla a former gambling ship operator. (Go on with story of fire on Card for "Salina Cruz"

C.G. "McLane" stood by after crew was picked up by the "Black Douglas". Then 5 days later the C.G. "Northwind" came out and rammed the derelict to sink it. She passed beneath the waves at 10:25, Oct. 21, 1949. . . .

Same outfit lost two similar ships in past few years---the "West Coast" which sank in L.S. Harbor after a series of mysterious blasts... (Ex. "John C. Kirkpatrick" and the "Ryder Hanify" which sank between Manila and Hongkong. (West Coast troubles were July, 1946).
ANN ELIZA
Old Schooner
Sitka 1867

Arr. Sitka 9/2/1868 from S.F. Same skipper.
1. Port bow, coming into dock in Ketchikan.
ANNETTE ROLPH
Pacific Coast Wooden Frtr. of War. I. Lyman.

See "Bering" of A.S.S.Co.
ANNETTE ROLPH

Old steam sch.

5/8/1930/7 Then name of the Lomen Reindeer Co's. str.
"Annette Rolph" has been changed to "Arthur J. Baldwin"
for a New York capitalist who has an interest in the
Lomen Co.
Port broad, speed, Seattle Hbr.
Stbd. bow, nose dry, stern afloat, upright. On sandy beach.
Stbd. bow, near house scow and beach.
Stbd. bow speed as a steam tug. (Mag. cut)
Port broad speed as diesel tug. (Mag. cut)

See Page 10 in Red Scrap Book No. 1.
Built 1913 at Portland, Ore.
From 1915 to 1925 she was used at Anchorage, Alaska.
Sold to Pioneer Sand & Gravel Co. in 1928 and a new 275 h.p. diesel installed.

Had been sunk in Govt. locks in Feb. 1944 and raised shortly thereafter. Still in operation in 1952
Retired from service. See latest (1967) dope under P.SD. TUGS (Old) in Lg. G.S. File.
ANNIE No. 1503
American sealing sch.
Also "Anne"

Info. in Book 37; page 24
Registered at Sitka 3/25/’71 37.67 tons.
ANNIE
Smugglers sloop

1. No pict.
J.C.M. Record; Aug. 21, 1890 says she has been sold by U.S. Marshall Brown at Port Townsend to the P. Sd. Fish Preserving Co. for $9430.

She had been seized several months previously by Insp. Coblentz and Ben Thompson. Originally she had been seized at Sitka and her skipper Andy Holt, reputed to be the most daring smuggler to ever operated on P. Sd. was left free on his own recognizance. One night during a storm he stole back the sloop and sailed her to Victoria alone, where he placed her under the British flag and she went back in operation. Later Inspector Coblentz learned she was in Salmon bay and he and Thompson went to seize her. Holt met them with his revolver drawn and they blasted him down. It was later discovered that the sloop had 30 secret tanks of 12 gallons each for carrying liquor. Andy Holt left an estate valued at $60,000. The sloop was rated the fastest on the Sound and could easily out-run the old 6-knot cutter "Wolcott"
ANNIE
---
Whaling schooner

1. No pict.
One of three whaling schooners reported as missing in '89 after no trace of them could be found in the Arctic. Word brought down from Unalaska by the "Bertha". Over 60 men were lost in the three ships. The others were the "Otho" and "James A Hamilton".
1. No picts.
ANNIE C MOORE
Canadian sealing sch.

Info. in Book 37; page 24

Info. BOOK 44 pp 12.
ANNIE E PAINT
Canadian sealing sch.

Info. in Book 37; page 24
1. Port broad by bare shores at Lewiston, Idaho.
ANNIE F. BRIGGS
American sealing sch.

Info. in Book 37; page 24
1. Pict. in 1955 and some info. (Book 44; pp. 12)
1. No pics.
See Page 66 in Book No. 35.
Unit of Johnson Line.

1. Port bow, still in stream. (Porthole)
1. No pics.
See page 66----Book No. 35
1. No pict.
2. Pict. at old Chatham cannery dock. (Book 43: pp. 42
Built in 1894 at Tacoma, Wn. 41 gross; 28 net. 59.6' x 17' x 6.3' Owned by Geo. T Meyers Co. and used as a cannery tender in Alaska. Steam removed in 1906 and an 85 h.p. gas engine installed. Some time later she was rebuilt as a schooner type fish tender by the Nixon Fish Co. Later sold to J.E. Trafton of Anacortes, Wn. and is not listed in the register after 1925.

Feb 4, 1899 she towed the schooner "Lone Star" loaded with prospectors and their supplies, to Windham Bay, from Wrangell. While returning from this trip she lost her wheel in Wrangell Narrows but escaped serious injury. Apparently beached and spare wheel put on. (4/22/1999 S.R.J)
1. no pict.
See back of card on "Hunter"
1. Stbd. broad, stern dry on river bank near sampans on Yangtse River, China. Bow submerged. Had been blown ashore in typhoon.
ANNOY

U.S. Mine Sweeper

PICT. in Aleutians.

BOOK 32; pp 35
ANTINOE

British freighter

1. Stbd. broad; wallowing at sea in gale. (P. 22. Jan. '52

SHIPS & SAILING
Good story of sinking and rescue by "President Roosevelt"
Capt. Fried in Jan. 1952 SHIPS & SAILING Pages 18-23
1. No picts.
Believe this is the vessel of that name that at one time was operated by Capt. Louis Knaflitch from Seattle and had been rebuilt for fishing trade in Alaska.

363 gross; 276 net; 116' x 24.5' x 16.5' 250 h.p. gas

Built 1905 at S.F.

Emp. 9/10/1921/6 "Anvil", M.S. of the Kuskokwim Fishing & Trading Co. arrived in Juneau today.

Emp. 9/16/1922/8 "Anvil" hit a rock in Haro Strait today (Kelp Reef) and is leaking badly.

Emp. 11/17/1922/ M.S. "Anvil" with 30 pass. and 12 crew, is in distress 15 miles West of Cape Beale. C.G. "Haida" steaming to her aid. Low on fuel....

Emp. 11/18/1922 "Anvil" in bad way---snow storm, steering gear out and near rocks in Barclay Sound!

Emp. 11/20/1922 "Anvil" safely in Juan de Fuca Straits!

NOME D. G.D. 6/20/1905 Anvil 127' x 25' with a 300 h.p gas engine, will com here. Makes 12 knots.
Stbd. bow at dock Seattle; old.
Caught in Arctic ice.
Built 1917 at Eagle Hbr., Wn. for Coa'twise S.S. & Barge Co. (James Griffith) and powered with the engines from the old steam sch. "Delhi" Used for frt. and towing from Portland Canal, B.C. to Tacoma. Was later owned in B.C. by Island T.&.B. of Victoria. 1287 gross; 754 net; 193.4' x 39.6' x 19.6'
AORANGI  
Lg. Canadian Liner  
Transpacific trade.

1. No. picts.  
2. Port broad; still in stream.  
   (Page 6, July '51 S & S)
To be retired from Pacific trade which means that the last first class liner operating from the Pacific N.W. will be withdrawn from service.

Will either be sold or transferred to the Atlantic Coast.  
M.D. 7/15/50

First large Canadian Motorship being scrapped Book 41, pages 11 and 20.
Leaves for good—Book 42; pp. 24.
AP 29 (Grant)

U.S. Navy Transport
Former "Grant"

1. Port bow at Seattle Pier in war paint as AP 29  G.
1. VG. broad; at Ketch. dock. May, 1954 (PCA--7)
1. Port broad, at Ketchikan.
1. Stbd near broad on N.C. Co. ways.
2. At N.C. Co. float 1956 (PCA-10)
1. Stbd. broad on small boat Hbr. grid July 1948
1. No picts.
Sm. screw launch built at S.F. in 1898 and shipped to St. Michael. Was in Dawson Sept. 3, 1898. Later brought out to the Coast again. Was originally built for W.H. Hearst at S.F. and in her time was one of the fastest steam launches afloat.

2. Stbd. broad, speed, Salisbury Sound.

M.D. 3/18/50 says she was undergoing $6000. repairs at Northwest Sipyade Repair this week. Owned by Ed White and represented by Capt. A.F. Raynaud, surveyor.

Empire: 7/18/1919 pp. 5; Col. Jackling and his party are in Juneau on his yacht "Aquillo".

Emp. 8/4/1926/6 Lg. private yacht "Aquillo" of H.F. Alexander, will make a cruise of Alaska very soon.
1. Port broad, still. (VG Magazine cut)
2. Stbd. broad, anchored—thru' trees. 2/27/32
M.D. Dec. 24, 1949 says 35 year old vessel to be retired from service by the Cunard White Star Co. 44,786 ton vessel sailed on her maiden voyage May 30, 1914

Info. Book 36 Page 28
1. Stbd. broad, at mill dock, Juneau.
2. Two: port bow at Mill dock with "Santrina" & "L'man"
Built the U.S. Army "TP--224" then passed to Juneau Spruce Corp and renamed the "Aquitania" John Cheney"
1. Stbd. broad, Seattle Hbr. (Mag. cut)
1. No pics.
Built 1901 at Portland, Ore. Sold to Wash. Tug & Barge Co. 1919. Later (1926) she was sold to Florida interests and was reported lost of the Florida Keys while returning from N.Y. in 1928
1. No pics.
ARAUNAH

Canadian sealing sch.
Also "Arannah" and "Arunnah"

Info. in Book 37; page 24.
1. Port broad at boat Hbr float in pict with "Vivian"
2. Port, broad, closed J.C.S. background.
A. R. B. 10.  A. R. Brueger tender

1. Not positive—see reverse side.
See page 23 in Mr. 1937 P.M.B. "Cannery tender from a Navy Hull"

Info. BOOK 44 pp 11. PICT. Hit rocks.
1. Port, broad, speed, foggy as steam U.S. Revenue.
June, 10, 1950 M.D. She is mentioned in story of death of O.R. Ballinger. Says that in 1905 Mr. B... played a stellar role in halting of smuggling Canadian wool into the States. One night he and another agent saw a South Pender Island rancher take a load of wool to Orcas Id. They followed him and seized the load then the little "Arcata" was sent up to pick the wool up. She loaded the huge sacks of wool which measured about 7' x 3'. There was so much wool piled on the decks of the cutter that it almost reached to the smokestack. It was landed in Port Townsend and sold at Gov't. auction.

Heer in the San Juan Is. at 10:00 today. Silvnt damoge.

In Territorial museum for that date.

Keep about 600 tons ft. (1111) See complete article from Tacoma, Wn. 80' x 26.5' x 8.5' 560 tons and will be ready run to Alaska in 9/5. - Alaska trade was to be used by Capt. S.J. Benson of the Parrett Bay fishng Co. on a regular run to Alaska formerly Wrenell sentinal now. L. 1906 says "arcata" forearm.
ARCTIC
Pacific Coast Wooden Steam Schooners.

392 tons; built by H.R. Reed at Bay City, Ore. for J. S. Kimball of S.F. 1901

350 triple expansion engine; carried 325-M ft. Bought when new by the Hammond Lmbr. Co. who sold her in 1903 to the National S.S. Co.

In 1919 she was transferred to the Union Lmbr. Co. of S.F.

Wrecked on Point Arena, July 5, 1922.

Built in 1901

Arrived at Nome from Golovin Bay 8/23/1901
May have been two and even three sealing schooners of this name. See Book 37; page 24.
ARCTIC

Old Trans-Atlantic
side-wheel str.
(Collins Line)

1. Pict. and info. (S&S Mar. '53; pp 19--20)
3. Good story from CORONET in Envelope No. 22.

The above story is now in (Note Book 23; pp 27)
ARCTIC

Old steam tug.

1. Port, nearly broad, slow; Large "P" on stack. G
D.A. Disp. 2/21/1917 pp. 6 St. tug "Arctic" has been sold by the Pioneer Sand & Gravel Co. to Surrat & Goetz and Fred T. Sherman of the Alaska Barge Co. She has been under charter to them for some time now. The company uses her to haul coal to Alaska and ore south. They have 6 large barges.

197 gross
111.5' x 25.3' x 11.6'
Built 1913 at Eagle Harbor, Wn.
1. No picts.
Built 1896 at St. Michael for the Alaska Commercial Co.
175 tons;
Alaska Commercial Str.. There is a good picture of her
in the Museum. (See A.M.Rec. Jan. 1898)
Was on the Dawson run in 1898 and wrecked in an ice
jam at Mile-40 that spring.

NOTICE: There was a str. classed as a 'river tug' by the
D.A.Disp. 9/24/1916 pp.6 that towed the barge "ST JAMES"
to Fairbanks this date.
1. No picts.
Built at Sausalito, Calif in 1898
Arctic Bird

1. Pict. and story of loss; page 30; Apr. '53 S.& S.
Built in 1898. St Michael Used as a trading steamer on the Yukon. 74 gross; 74 net; 124' x 25' x 2.6'
ARCTIC MAID

Freezer ship

1. Port bow at dock. (Book 35; Page 28)
2. Info. only—seized by Ecuador (Book 43; pp. 9--60)
Some info. with pict. in Book 34
ARCTIC QUEEN
Ex. U.S.A.T. "TP"

No pics.
See Card on "Charlotte Straits"
(Formerly owned by Archie Ferguson, Alaska trader and oil dealer at Kotzebue, she was sold early in 1951 to Straits Towing Co. of Van. B.C. and renamed after being repaired at the Albina Eng. & Mach. Works. She was formerly the U.S.A.T. "Sgt. H.L. Wallace"
ARCTIC ROVER
Formerly "A.F. GARRISH"
Can. Arctic tug.

Info. (Lg. G.S. File under ARCTIC VESSELS)
M.D. May 18, 1963—The big tug "ARCTIC ROVER", which was purchased last year by Van. Tug from Arctic Shipping Ltd. is now the "LA FORCE". She has had an unusual career, for she served in both world wars as the armed trawler, HMCS "ARMENTIERES". She was converted to the tug "A.G. GARRISH" by Coastal Towing Co. Ltd.
1. Stbd. broad at dock as she was on Puget Sound.
Emp. 4/16/1928/6 "Argo", Capt. Cedric Davis hit a rock in Kootznahoo Inlet and had to be beached near by for repairs. She is owned by Dr. Howe Vance and is engaged in taking men and supplies to the old Harkrader Coal properties in Kootznahoo Inlet, which will soon be in operation. Will be known as the Admiralty Island Coal Co.

5/21/1928/2 "Argo", Capt. Ed. McDougal arr. with 400 sacks of coal. Also on the trip to the mine were Dr. Howe Vance and Robert S. Donaldson, Supt. of the Co. Vance owns the "Argo".
ARGO
Yukon River boat.

1. No picts.
Built 1969 at S.F. ---a flat-bottomed propeller. Went to Coos Bay in 1871. In 1899 she left the Coquille River and ran north under her own power. Got as far as Argo Island on the Yukon and froze in. Next season she completed her trip on to Rampart and for several seasons thereafter, she operated on the Yukon. 16.55 gross; 8.28 net; 42.5' x 12.2' x 4'
ARGO
No. 105152
Sm. very old Steam schooner

1. No picts.
Built 1869 in S.F. Calif.

In 1899 under Capt. R. Fredricks, Jr. she loaded supplies and headed for the Yukon River with her destination as Rampart. That winter she got as far as Ruby and froze in. The following season she completed her trip and operated on the Yukon after that.

(Check against "Argo" No 107338 built 1898 at Ballard 334 gross; 209 net; 117.5' x 21.8' x 9.6') Have reason to believe these may be the same vessel and Shields may have been wrong about her being built in '69 at S.F.)

The "Argo" built in 1869 was No. 105152 and was of 16.55 tons gross and 8.23 tons net/ 42.5' x 12.2' x 4'

Definitely two different vessels---107338 never got to the Yukon.
Port, broad, speed, near shore; trees.
Built 1906 at Port Blakely for W.R. Chesley. In 1907 passed to Pacific Tug Co. Was sunk off Marrowstone Pt. in 1912 in a collision with the tug "Milwaukee"

65 gross; 44 net; 67.1' x 20' x 9'
ARGONAUT

Canadian sealing sch.

Some info. Book 37; page 24
Info. Book 35; page 57
1. Port broad, slow on the Sound. (Porthole
4. Rams bridge at Vancouver, B.C. Book 39; pp. 62
5. Pict. and info. (Book 43. pp. 59)
Built a few years ago by Kyle & Co. of Stockton Calif. for the U.S. Army. Launched as the U.S. Y-30 she is a steel screw motorship. 162.5' long; 27' beam; and has a 12'9" depth. Her loaded draft is 11' 517 gross; 394 net; 1068 displacement; 715 deadweight. Has capacity of 5655 U.S. barrels.

Under command of Capt. J. Woods she was purchased by Union S S. Lines for operation on the B.C. Coast.

Powered with a 400 h.p. 6 cyl. 4 cycle Enterprise diesel and develops a speed of 10.5 knots. Will replace the old coaster "Nootka" under charter to Frank Waterhouse.

M.D. 7/29/50

M.D. Feb. 17, 1961

155' x 27' x 12' 478 gross tons.

Named "ARGUS" powered with a 400 h.p. Atlas diesel. 

Purchased from the U.S. Navy to be transferred to the "VOL-2" later transferred to the "U.S. Army's X-30".
ARGYLE
Old Union Oil tanker
"San Luciano"

Lg. G.S. File under UNION OIL CO. VESSELS
American sealing sch.

Info. in Book 37; page 24
ARIEL

Canadian sealing sch.

Info. Book 37; page 24
Info. in Book 37; page 24
1. No pics.
ARIETIS

Canadian sealing sch.

Info. Book 37; page 24
ARIZONA

Quaker Line. S.S.

1. Pict. and info.

Album 43. (pp--17)
1. Stbd. bow at Seattle Pier. (Porthole)
Built at Chester, Pa. in 1920 as the "Wilhilo" of the William Line. She was later called the "Conshohocken" Taken over by the American Hawaiian Line when the William Line dissolved during the depression she was renamed the "Arizonan"

She passed to Panamanian registry after War. II and was in Seattle in Sept. 1949 as the "Nortuna"

M.D. Oct. 1, 1949
6/12/1940  "Ark" aground about 7 miles out of Pr. Rupert. High and dry but not believed in any danger.
6/14/1940  "Ark" at Goose Bay on Dundas Island waiting for storm to subside in Dixon Entrance.
6/17/1940  "Ark" reaches Ketchikan today.
6/18/1940  Nat Fleishmann (Fleishmann's Yeast) on his big yacht "Haida", boarded the "Ark" in Ketchikan and says she is a fine sturdy craft and he can not understand why all the fuss on P. Sd.
6/21/1940  Capt. E.L. Bush of the "Boxer" says he inspected the "Ark" at Ketchikan and declares it an "abomination and suicide craft, etc."
7/6/1940  "Ark" leaves Ketchikan early today for Anan Cr.
7/11/1940  "Ark" at Wrangell
7/17/1940  "Ark" at Petersburg. Had hit a log and also broke her reduction gear.
7/27/1940  Stako's Ark" arrives in Juneau. Met by "Forester"
8/6/1940  Satko files on 122 acre homestead.
8/14/1940/3 Satko's make progress on homestead---Gets lots of letters; an Everett man wants to buy the "Ark" another suggests that City of Juneau take it over to preserve as a monument to modern pioneering spirit, etc.

10/9/1940/2 Paul Satko is Doc. on "Ark" as baby girl (7#) is born at 02:05 today. All doing fine.

11/1/1940/6 Satko will make a trip Nov. 6th to Pittsburg.

12/7/1940/6 Satko returning to Juneau. Trip unsuccessful.

12/31/1940 Satko sees new colony for Juneau area. Will try to get Eagle River Valley open to settlers.

1/10/1941/2 North Sea Meridian Satko, 3 months old, has flu

10/3/1941/2 Satkos to celebrate in new big log home...

11/5/1941/2 Satko kids stage strike for a school bus.

1/7/1942/3 Satko to get $5.20 per day allowance to drive Eagle River (his kids) school bus.
1. Good std. broad.
2. On a trailer; canvass covered, before launching and leaving the States. (PCA--7)
3. There are several good picts. of her in my first red photo album --- the "Forester" album.
4. Abandoned near Amalga Landing. (PCA-10)

4/24/1940/7 "Ark" not safe say authorities; Kids to be taken and placed in welfare home. Has old 1926 Buick engine for power.


4/25/1940/5 "Ark in more trouble, out on bond. Masters, Mates and Pilots offer to take up collection and ship the crate up by steamer. Top-heavy, etc.

5/1/1940/5 Good pict. of "Ark" aground on Magnolia Bluff.

5/6/1940/6 "Ark" at Everett. Satko will make changes before he sails for Alaska. Family goes by car.

5/16/1940/8 Ark left LaConnor for Anacortes.


5/27/1940/2 "Ark" safe at Nanaimo, B.C. Canadian officials find papers O.K.

5/28/1940/3 "Ark" leaves Nanaimo, B.C.

6/3/1940/6 "Ark" left Alert Bay for Port Hardy

6/7/1940/8 "Ark" sighted about 160 miles below Ketchikan by MV "Discoverer" which is bound West from Seattle.

6/10/1940/6 "Ark" at Prince Rupert, B.C.
ARLYN NELSON

American T.B. Co.
(Diesel tug)

Album 9

1. Stbd. broad, still near docks.  VG
2. Stbd. qtr. nose in to high rocky bluff; Cape Hinchinbrook.

D. A. Disp. 4/28/1914 Capt. Fred Warner (of "Alameda") and Divers, Walt. McKay and Jack Walters are on the way to the "Armeria" wreck on Cape. Hinchinbrook to attempt to raise her, or see if it is possible.

5/8/1914 Bid of $2500. for "Armeria" as is where is, was accepted by the Gov't.
Built 1890 at Camden, N.J. 1052.05 gross; 631.97 net; 203.2' x 34.7' x 16.2' 1200 h.p.

Lost at Cape Hinchinbrook, Alaska when a storm came up while laying buoy. She had anchored inside the point and was driven ashore before being able to get her anchors up and put to sea. Her crew was picked up by the Adm. Sampson" Capt. Gregory commanding. Wrecked May, 20, 1912

D.A. Disp. 5/3/1909 She was in Juneau, Capt. Gregory and crew of 37.

D.A. Disp. 5/23/1912 says she was anchored Mon. morning May 20th at Cape Hinchinbrook and her crew was lightering supplies ashore for the new Lighthouse being built there. Heavy swell running---then at 07:30 she went down into a deep one and bumped an uncharted pinnacle in a spot marked 7 fathoms on charts. Holed, and inrushing water put fire out. She made a run for the beach and then sunk. The crew all made shore O.K. in two lifeboats.

On May, 25th the "Manning" reported that she had recovered about $20,000 worth of the "Armeria's" cargo, and that the "Armeria" would be a total wreck in another week. Also on board was the one lone survivor of the wrecked "Haydn Brown" which the "Armeria" had just picked up. Capt. Will Gregory was master of the "Armeria"

ARMINTA

Troller
Konrad Klioppert

1. stbd. broad on N.C.Co. ways. (2 pict.)
1. No picts. (See "D. Armstrong")
1. No picts.
AROLINE
Steel steam schooners of the Pacific Coast. Lyman

Built at the Union Iron Works yard of S.F. in 1913
1419 tons, with a 1200-M feet lumber capacity, was 10
feet shorter & 2 feet deeper than the "William Chatham"
& the "Henry T. Scott", but had an identical set of
triple expansion engines of 1250-hp. She was first own-
ed for two years by a single ship company of S.F. In 1916
she was bought by the Pacific Alaska Navigation Co., who
renamed her the "Admiral Goodrich". In 1924 she became
the "Noyo" of the Nat'n'l S.S. Co., running between S.F.
and Mendocino ports. She was wrecked without loss of life
on Point Arena, June 10, 1935.
1. Picts of her as the "Noyo" and "Adm. Goodrich"
The Pacific Alaska Nav. Co. (Adm. Line) recently purchased the str. "Aroline" and may name her "Adm. Porter" or "Adm. Dahlgren". They also recently chartered the str. "Wellesley". Pacific S.S. Co. also bought other strs. "Ravalli" and "Curacao".

Str. "Aroline" arrives Juneau today on her first trip to Alaska.
2. Two more pics. of her wrecked. (PCA--7)
Story of wreck. BOOK 30 pp 71--73
ARThUR B. Old 2-masted schooner.

1. No pict.
Old two-masted schooner completely wrecked on Cape Nome along with the river steamer "W.K. Merwin" and steamship "Sequoia" during a severe storm which lasted from Sept. 1 to 8th 1900.
1. Picts as "Annette Rolph" and "Bering"
1. Port, broad, towline out, Puget Sd.
2. Port qtr. on fire in Discovery Bay. Two tugs and Navy vessel fighting fire. Album 18.
3. a/s "Eastern Prince"
4. Handling the "Commodore" (Mag. cuts)

Ex. "Wallowa"
Built 1889 at Portland as the tug "Wallowa" (Steam). First conversion was a 700 h.p. Washington diesel. Passed to Foss in 1928 and a new 750 h.p. Enterprise diesel was installed.

Name changed to THEODORE FOSS. The new ARTHUR FOSS named for the late pres. of the Co. is currently at Todd Shpyd. Corp., being renovated. Her new engines and variable pitch prop. will give her a total output of 5000 h.p. M.D. Dec. 29, 1964
1. No picts.
Built 1899 at Bath, Me. 3209 gross; 2919 net; Crew of 29
332' x 45.2' x 25.6' Carried crew of 29 men.

She left Philadelphia, Pa. Apr. 3, 1907 for Seattle
with a crew of 28 men and is unreported since. Reported
O.K. in Straits of Juan de Fuca Nov. 4, 1907
1. No pict.
2. Stbd. bow from the air. (Porthole Pict)
Dry ice in trailer van killed the longshoremen.

Chartered from the U.S. Maritime Comm. in Nov. '49 to be operated to Seward from Tacoma, Wn. They also own the Alaska Freight Lines. Alfred Ghezzi, Jr. is Pres. E.W. (Gene) Hundley is Vice Pres. and Martin Guchee operating manager.

June, 10 M.D. says she is now idle (1950) and her fate undetermined. Replaced by tugs and barges. Tugs are operating out of Tacoma to Valdez and Haines. Alaska Ship Lines are affiliated with the Alaska Freight Line which operates fleet of trucks over the Alcan Highway.

Longshoremen: To be investigate.

WM. Pleasants, Detbert Thiel and Albert Nyson, all Tacoma men killed by carbon dioxide gases in the vessel and is one of four built. M.D. 1/2/49. M.D. 1/4/50. Heavy cargo to Africa etc. Described as a Bowers type.
ASTOR

Taku River fish pkrs.

1. 3 VG picts. in and coming to Juneau N.C. dock. (PCA--7)
Empire: 6/17/1919 pp.2; The Juneau S.S. Co. is being incorporated and will place the steamer "Astoria" now on the Astoria--Coos Bay run, on the Juneau--Sitka run by July 1st. Her name will be changed to "Juneau" or some other suitable local name...

No. 214714 1611 gross; 1272 net; 229.4' x 44' x 18.8'
Powered with a 480 h.p. gas engine. and carries 16 in her crew. Built 1917 at Astoria.
Two stbd. broad anchored Juneau. June, 1948
ASTRAL

Sailing ship
"Star of Zealand"

1.
See card on *Star of Zealand*.
Some history in Book 35; page 4.
2. Port, broad, speed, passenger ferry.
ATHENIAN

Old ship operating to Nome before F.R.

1. No pics.

She was in Wrangell July 6, 1898 commanded by a Capt. Harry Mowatt.

She was a unit of the Canadian Pacific Railway Co. and was in Wrangell in June, 1898 (June 8, 1898).

She was a new steamer of the C.P.R. and had just come from England to the Pacific and placed on the Alaska trade.

FORT WRANGLER NEWS 6/8/98 tells story of six donkeys loaded on board at Victoria on first trip to Alaska. Had considerable trouble with one.

DYEA TRAIL 7/30/98 says she left Dyea with load of pass. and was a British str.
1. Pict. on Carl Jensen's ways. Juneau (PCA-10)
Stbd. bow, backing away, all white, crowd.  
Port, broad, at dock, all white, crew working.  
Stbd. nearly broad, Bad stbd. list, bow half on rocks. Backbone broken.  
Port quarter: another view of above wreck. 
Bow view of same wreck. 
Pict. of wreck 8/21/1921 (Book 39; pp. 32) 
F Fantail at old Coleman Dock 1920 (Spiral 15; pp 28)
Built 1900 at Portland, Ore. 157 gross; 107 net.
112.4' x 19.7' x 7'. In 1901 she came to Puget Sound.
Went ashore on Snake Rock (Port Ludlow) in Dec. 1921 to
become a total loss.
Emp. 8/1/1921  P. Sd. str. "Athlon" ran on a reef in Port
Ludlow late today in dense fog, and may become a total
loss. Pass. and crew of 12 all safe.
Port, broad, slow, Seattle, as A.T.S. FP 237. VG.

In the wheelhouse, Capt. Bayers at the wheel.
Built 1914 at Sunrise Beach, Wash. as the U.S.C & G.Sur. vessel "Explorer" (First of name.)
Stbd, broad, slow, all white. Pennant flying. VG
Abandoned in 1940 147 tons.
4. Picts. taken anchored Juneau Hbr. 7/4/43
1. Good pict. of Reardon Smith Lines. (Book 44; pp 12)
ATLANTIC SEAMAN

World's largest tanker

1. No. picts.
39,500 ton tanker was scheduled to slide down the ways of the New York Shipbuilding Co. on June 21, 1950. She is the first of three giant tankers being built for the Philadelphia Tankers Inc. which will charter them to the Atlantic Refining Co. All will have a capacity of 257,900 barrels.

M.D. 7/1/50
ATLAS

Sailing ship
"Star of Lapland"

1.
See card on "Star of Lapland"
Port broad, in Ketchikan harbor.
Emp. 12/20/1920 Std. Oil tanker "Atlas" is aground in Snow Pass. Capt. Sullivan says she hit going full speed is punctured and may sink at high tide this afternoon. L.H.Tdners "Cedar" and "Fern" are steaming to her aid.

Emp. 12/21/1920/7 "Atlas" slipped off rocks at low tide, is still floating O.K. and is being towed towards Ketch. by the "Cedar"...

Emp. 1/3/1921/2 Capt. S.C.Sullivan of the Atlas" says tides caused the vessel to go ashore. Loss of cargo valued at about $90,000.
Halibut schooner
Buckshot Wollery's

1. At Ketch. Cold Storage dock. (PCA-10)
1. Port, broad, speed. (Mag. cut)
Pict and info. sinking. BOOK 30 pp 53
VG Half-bredth plans ALBUM 31; pp 85
Two views Port brod on beach below Treadwell June, '56
1. Stbd. broad, speed, Lake Union. (Magazine cut.)
Built 1924 at Maplewood, Wash. Owned in '28 by Pete Wold.
55 Gross; 37 Net: 64.9' x 17' x 7.1'  125 H.P. Atlas Imperial diesel.

Aground, etc. BOOK 30/ pp 56
1. Stbd. bow, speed, close. (Porthole Pict.)
63.7' long and 50 tons; Powered with 180 H.p. Buda Diesel eng. Owned by Delta V. Smyth Tug Co. of Olympia. Wn. Other units are "Nile", "Patty Mae", "Parthia", "Oysterman" and gas screw "Sandman". M.D. 11/26/49
1. Stbd. broad, at dock, near old s-w "T.C. Reed" VG
2. Port, broad, at anchor in pict. of "Katy" towing. G
3. Towing log crib a/s/ Old. (PCA-10)
1. Stbd. broad, still; (Magazine cut)
AUKLET II

U.S. F.W. Service

2nd vessel of name.

1. Port broad, speed. (Mag. cut) See Oct. 1951 P.M.B.

Page 21
Information pertaining to this vessel detailed in Oct. '51 Pacific Motor Boat which I saved intact and which is in book shelf.
AURELIA
Pacific Coast Wooden Steam Schooners

424 tons, built 1902 at Prosper, Ore. by G. Ross. Carried 550-M ft. Lumber and had a compound engine from the Fulton Iron Works.

Owned until 1906 by Rogers & Russel of S.F. and then by Frank Trower.

In 1916 she was taken over by the Pacific Coast Co. and passed three years later to the Pacific S.S.Co. of Tacoma. She is out of the registry in 1920.
1. No picts.
Some kind of craft that operated on the Yukon in
gold rush days. Listed by MacBride of Whitehorse.
1. No picts.
Built at Seattle in 1898
1. No pics.
2. Port broad; at pier. (P.5; Jan.'52; SHIPS & SAILING)
3. Pict. and some info. pp. 27; Nov. '53 S.&S.
Believed to be the oldest sailing vessel still in commission. See Page 66; Nov. 1951 SHIPS & SAILING.

More info in Jan. '52 issue Page 5.

More good info. in Feb. '52 Page 62. S.& S)
1. No picts.
ALASKA MINING RECORD' Nov. 15, 1899 says she was on the River and was winterized along with the "Daily"

Iron hull. Built at Victoria, B.C. 1899 for the Alaska Exploration Co. Later passed to the Canadian Development Co. then the Bennett-Yukon Navigation Co.

422 tons. Made into a barge in 1942 by the Public Roads Admin. for use in connection with parts of the Al-Can Highway. Laid up at Carcross in 1944.
AUSTRIA

Old U.S. bark. '87

1. Wreck story by J.A. Gibbs. Album 48 pp. 23
AUTOMATIC

(Small gas tug)

1. Stbd. broad, speed, near dock.  

VG
AVALON
Pacific Coast Wooden Steam Schooners

881 tons, built 1912 by Matthews at Hoquiam and first owned by Hart-Wood Lmbr. Co.
Carried 950-M ft.
Was fitted for passengers, and had 650 steam.
She was ashore on Cape Shoalwater at the entrance to Willapa Hbr. April 29, 1925 and was floated only to be scrapped in 1927.
AVANTI

Swedish tanker

1. PICTS. collision, etc. BOOK 33; pp 43-46-47
1. Two picts. of her at Union Oil dock in Juneau 7/19/56

2. VG porthole pict. (Porthole No. 4)

3. Picts. above are in (PCA-10)
Emp. 7/23/56—Says she is 540' x 69' and carries a crew of 43 men. Has a capacity of 6-million gallons petroleum. Master is Capt. Henry Kostowal. Arr. here from Whittier and will head South via Ketchikan.

She is 551' 2" long and cruises at 15 knots.)
Lg. Union Oil tanker; arr. Juneau (NOTE BOOK No. 1. pp. 53-6:
AWAHNEE

Cement Sailing cutter.

1. No picts.
The 53' cement sailing cutter "AWAHNEE" was moored in Auke Bay after a 50,000 mile journey. She is headed south with stops at Petersburg, Wrangell and Ketchikan.

The ship was designed and built by her skipper-owner Dr. Robert L. Griffith, a Calif. and Hawaii veterinarian. Built in 5 1/2 months of ferro-cement at Auckland, New Zealand. Since her launching in Mar. 1965 she has travelled 50,000 miles in a journey around the world.

With Griffith are his wife Nancy, and 13-yr. old son Reid, and crewmen Justin Black of Sausalito, Calif. and Teka Tetuanui of Tahiti. This is Dr. Griffith's 3rd world cruise since 1959. His earlier ship was wrecked near Tahiti in 1964. That was a wooden vessel; he says the new ship is stronger and cheaper to build than wooden vessels.

The "AWAHNEE" arrived in S.E. Alaska via Japan and the Aleutian Islands and had encountered strong gales enroute. Dr. Griffith will try to find a hall in Ketchikan to show slides and lecture on his trip. From Ketchikan he will proceed to Seattle and California.
Port, broad, still in stream;
AZALEA
No. 106787
Codfish sch. - Barge.

1. Stbd. quarter, at anchor Alaskan Hbr. VG
2. Stbd. broad, at sea, under sail. VG
3. Stbd. broad, at dock, dismasted, loaded as A.T.S. VG
4. Stbd. bow, at anchor, Tug "Active" near by. VG
5. Port, quarter, a/s Adm. Watson" Bristol Bay. G