Alaska State Library
Historical Collections

Bayers, Lloyd H., 1911-1968
Captain Lloyd H. “Kinky” Bayers Collection, 1898-1967
MS 10

General Marine Files

asl.historical@alaska.gov
907 465-2925
PO Box 110571
Juneau, Alaska 99811-0571
1. Port broad at Seattle Port Pier.
2. Port near broad at Port Pier (Mag. cut)
3. Also a stbd. broad speed of any F-Boat. (Mag. cut)

See PICT. of "BONNIE" for others of this design ALBUM 31.
99' long
Powered with a 350 Superior Diesel of 8-cyl. and having 8½ bore x 10½ stroke. Has 1.97 to 1 reduction gear and a 5½ in. Monel shaft.

She is the first of a series built by the Birchfield Shipbuilding & Boiler Co. at Tacoma.

Her first skipper was Capt. George J. Kiopola who had previously been rigger leadman and trial skipper for builders. Before that he was a fisherman, fishbuyer and cannery tender skipper in Prince William Sound areas.

His Chief was Albert E. Brooks who served on the old Pacific S.S. fleet on their ocean liners.
FAGERFJORD

Steel Steam Schooners of the Pacific Coast


She was requisitioned from her Norwegian owners by the Shipping Board, who renamed her LAKE DUNMORE and sold her in 1923 to the Los Angeles Lbr. Products Co. who in turn renamed her EL CICUTO.

Sold again in 1928 to the Kingsley Co. of S.F. and renamed TEXADA.

She was under the same ownership in 1940.
1. Port, broad, speed, Seattle waterfront.  
2. Port broad, speed, Wrangell Narrows.  
3. Port bow, "    "    "    "    "    "    "  

FAIRBANKS  
Fr. Mail, Pass.
1. Stbd. broad, speed, P. Sd. Large "T" on stack. VG
2. Stbd. near broad, speed. Good (Magazine cut)
FAIRHAVEN
Wooden Steam Schooners of the Pacific Coast
Lyman

751 tons, built 1908, and North Bend, by Kruse & Banks for J.E. Davenport, of S.F.
Carried 750-M ft. and had 500 h.p. compound steam.
She was abandoned sinking off the Mexican coast in N. Lat. 19° 37' and 105° 50' W Mar. 19, 1922
Old stern-wheeler.

1. Stbd. broad, slow, cloudy sky; smoke.  
2. Just a pile of floating wreckage after being rammed and sunk. See picture in Album 17.  
3. Port broad, slow. (Magazine cut)
Built 1889 at Tacoma, Wn. 319 gross; 240 net; 130.2' x 26.5' x 6.2' Burned at La Conner June, 9, 1918

MORE INFO. BOOK 36; Page 17
1. Troubles----Info. Book 40; pp. 50-51
2/ PICTS. aground BOOK 33; pp 46-47
1. VG. picts. and infâ. of salvage operations: See pp 88 in M/Eng. June, 1957
1. Stbd. bow with fleet on ways. (Mag. cut)
FAIRY

Very old Olympia, Wn.
Steam ferry boat.

1. No pict.
On Oct. 22, 1857, her boiler exploded as she left the wharf at Steilacoom, bound for Olympia. She sank at the dock and then disappeared. A fortnight later, her shattered hull was found fifteen miles distant, but her machinery had vanished, probably scattered all along the course of her first—and last—submarine cruise.


More info. Book 37; page 35
F.A. KILBURN
Pacific Coast Wooden Steam Schooners.
Lyman

997 tons; built 1904 at Fairhaven by the Bendixsen yards for the Watsonville Trans. Co. Carried passengers. Had 1000 h.p. triple expansion engine from Fulton Iron Wks. First used as a produce packet from Monterey to S.F.
In 1910 she passed to the Maritime Investment Co. and in 1912 was acquired by the North Pacific S.S. Co.
Early in 1917 they sold her to Thomas Crowley and Andrew F. Mahony of S.F.
She burned off American Shoals Light on the Florida Coast June 14, 1918

D.A. Disp. 5/17/1917 pp.8; North Pac. S.S. Co. strs. "Geo. W. Elder", "Breakwater" and "F.A. Kilburn" passed to Thos. Crowley of Crowley Tugboat Co. for $540,000
D.A. Disp. 1/2/1918 S.S. "F.A. Kilburn" wired late today that she was in trouble about 20 miles off Yaquina Head.
The Str. "Celtic" responded, thinking she had engine troubles and towed her to port at Astoria. Later it was discovered that a sea-cock had been opened and enemy agents are suspected.
D.A. Disp. 7/15/1918 pp. 2 Str. "F. A. Kilburn" burned off Key West, Florida yesterday. Capt. and crew saved.
FALCON
Yukon River craft.

1. No picts.
Small mail launch operated by the Bennett Yukon Nav. Co.
FALCON
Steel Steam Schooners of the Pacific Coast  Lyman

1838 tons, built by the Moran Co. Seattle, 1908, for E.C. Caine of Seattle, costing $225,000. and was sold in Feb. 1909 to the Chas. Nelson Co. of S.F. 1917 she became the SANTA INEZ of the Grace Lines 1922 sold to Thos. Crowley 1923 to A.F. Mahony of S.F. 1936 to Pacific Ocean Products Co. and had a sardine reduction plant installed.  Jan. 1940 sold to Wm. C.T. Hwang of Hongkong by the Santa Inez Fisheries Co. and she arrived at Hongkong in Oct. 1940.
FALCON

Stbd. broad, port list, dry at Everett, for wheel repairs.
FALCON

Arctic exp shp
Comm. Peary.

1. No pict.
Left Portland, Me. July 8, 1893 with Adm. Peary and his Arctic expedition.
1. No picts.
Commanded by Capt Behnke she was in Juneau during Aug. 1905 with 9 officers and 136 cadets. During her trip the waters of Alaska were mapped for the navigation library at the German Naval School. 260' long. 2800 h.p.
FALLS OF CLYDE

Sailing oil barge. 4-masted barque

1. Port broad, at dock, Ketchikan.
2. Two views from the bow at the same oil dock.
3. Std. bow as oil station, Ketchikan. (Mag. cut)
4. V.G. pict. under sail---and info. (Book 44; pp. 17)
5. PICT. BOOK 32; pp 56

See dosier on her in Lg. G.S. File under SAILING SHIPS.
Built in 1878 at Glasgow, Scotland as the steel hulled barque of that name. Operated in the Australian trade by the Falls Line out of Liverpool in the late 19th century.

In 1919, she was purchased by the General Petroleum Co. and sailed out of Tampico, Mexico carrying a capacity of 19,000 bbls. bulk oil. Towed to San Pedro, Calif. in 1921 for conversion into a floating station and subsequently towed to Ketchikan.

Mr. and Mrs. John Lokken and their son John Jr. have lived on board the vessel for the last 12 years.

M.D. Feb. 12, 1949

1807 gross; 1748 net; 266.1' x 40' x 23.5'
Emp. 3/23/1922/6 "Falls of Clyde", converted from a windjammer to a tanker is due at Seattle Apr. 1st from L.A. and will be towed to Seattle.
1. Stbd. broad, slow, at sea. (Mag. cut) Book 33; p. 23.
2. Stbd. broad, slow, at sea. (Porthole)
Owned by the Danish 'East Asiatic Lines" Carries 54 passengers. Had been on the New York–Copenhagen run for several months before coming around to the West Coast run. Cruises at 16 knots and has no funnels. The company now operates 23 motorships.

M.D. 6/2/51
Old steam tug.

1. Stbd. broad, a/s sand barge in stream.  VG
1. No picts.
Built at Nome in 1900. 75 tons;
FANNY

Old schooner

Sitka 1869

Arr. Sitka from S.F. 5/29/69; Capt U. Sherburne
FANTOME

Guinness' Yacht.

Book 29

1. Port broad, anchored Lake Union. (Magazine cut)
2. Port bow, in a drydock. (Porthole)
3. Port broad, at anchor Lake Union.
6. May not be scrapped. Book 42; pp. 8
8. Info. race, etc. BOOK 45; pp 12.

IN JUNEAU 6/20/1939 (See card Juneau Yachts)
Some info. in 1947 DIARY Page Jan. 16.

M.D. 4/9/'49 says owner A.E. Guiness died. Statements such as being $17,000 in arrears on taxes due to the State of Wash. and that she will outlive her original 35 man crew that brought her here; and that her golden eagle figurehead has 'ruffled feathers and resembles a vulture; and that she was originally built for the Duke of Italy were all refuted in a later issue of Marine Digest.
1. No pict.
2. Two pict.; Quarter bow. Only fair pict.
3. VG Bow view at dock.

(PCA--7)
Built 1882 at S.F. Calif. 265 gross; 252 net; 126.5' x 31' x 10.8'

She was owned and operated in the Bering Sea codfish trade by Capt. J.A. Matheson. He had with him as Mate and man known as 'Red Oscar' a little stocky red-headed Norwegian. The story "The Highliner of the 'Fanny Dutard'" by Wm. Slavens McNutt glamorizes 'Red Oscar'.

Capt. Matheson died at the age of 93 after being in the codfishing business for 76 years! He started in the North Atlantic at the age of 17 and in 4 years became a captain. Capt. Matheson sold the "Fanny Dutard" to Ketchikan interests who converted her into a floating brewery. However, the venture was not successful and she ended up serving as a barge in S.E. Alaska.

M.D. 12/23/50

"Fanny Dutard" slush of Bering Sea codfish fleet, has reached Honolulu in a badly damaged condition due to storms. Foremast is gone, and she is nearing badly. Was enroute from the Fiji Islands to S.P. with copra...
1. Port, nearly broad, heavily iced in ice flows Cook Inlet Feb. 1910
2. Stbd. qtr. close up, breaking up; shortly after above wrecking.
3. Port qtr. stbd. list bow towards snow covered barren hills.
4. Bow view, decks awash, stbd. list, in Cook’s Inlet Jan. 5, 1910 Album (Post Card 1)
5. Port broad, speed. (Fair pict.)

Early days of A.S.S.Co.
Built 1888 at S.F. Calif; and used in opposition to vessels of the old P.C.S.S.S.Co. on the Alaska run during the 1890's. For several years after 1898 she was on the Seattle-Skagway run by Dodwell Co. Wrecked in Cook Inlet 1910, about Jan. 5.

1899 Unit of Northwestern S.S.S.Co.

Left Juneau Nov. 15th and ran into a rock in B.C. several days later and lost a blade off her propeller.

She was towed south by the steam tug "Pilgrim"

Dec. 23, 1899—She was badly damaged and nearly lost while discharging freight at the dock at Seward City. A severe storm sprang up from the Northwest and before she could get clear she wrecked the dock and damaged herself.

NOTE: ORIG. T.H.P. 175 now. 520 Indic.

people on board. 

NOTE: ORIG. T.H.P. 175 now. 520 Indic.

126.5' x 27.8' x 18.6' Wrecked Jan. 5, 1910 with 28 and exposure. 749 gross; 565 net; 36 crew; 500 h.p.

and exposure. 749 gross; 565 net; 36 crew; 500 h.p.

and exposure. 749 gross; 565 net; 36 crew; 500 h.p.

and exposure. 749 gross; 565 net; 36 crew; 500 h.p.
12/3/1901 she hit a rock in S.E. Alaska and was towed to P. Sd. by the steam tug "Pioneer"
12/6/1901 she arrived at Victoria, B.C. towed by the "Pioneer" Had lost several propeller blades and sustained damage to her stern post.
D.A.Disp. 8/27/1909 (Wreck of "Ohio") tells of Capt. Johnson sailing her back to Juneau from near Sumdum when her engine broke down. He even docked her with only a slight bump, at the Juneau wharf. (Article was talking of the "Farallon"
D.A.Disp. 3/19/1910 says 5 missing men from the "Farallon" were found in Kaflia Bay. Had suffered many hardships--
D.A.Disp. 9/19/1910 carries the story of Charlie Bern and his hardship and suffering----was left at the "Farallon" wreck.
D.A.Disp. 11/29/1901 She hit rocks on her Southbound trip and was passed being towed to Seattle by the tug "Pilgrim" ("Pilgrim")
D. A. Disp. 10/15/1903 "Farrallon" broke a tailshaft in Wrangell Narrows on Sun. Oct. 11th. and was rescued by the survey str. "Gedney" and towed to Wrangell.
FARGO

Old sch. hull with canvas house.

1. Distance--anchored at Kootznahoo with the "Pioneer"
Book 38; pp. 57
FASTNET

Some kind of old str.
Wrangell 1898.
Old Canadian steam tug

1. No pics.
I do not find the "Fastnet" listed in Blue Book but she may have been a Canadian str.

On July 22, 1898 she left Wrangell with the river stra. "Stikine Chief" and "Mono" in tow bound to St. Michael. The "Mono" was lost in Sumner Strait and blew ashore on Bushy Island----the "Fastnet" never stopping to pick her up. On Aug. 5, 1898 the wreckage of the "Stikine Chief" was sighted about 75 miles off Kodiak and no sign of life or any bodies was found. The "Fastnet" seems to have also disappeared as I can find no further record of her or the crew of the "Stikine Chief."

F.W. NEWS 7/27/98 tells more of wreck of "Mono" on 23rd. Both units were being towed to Port Simpson before being taken North as they had to clear from a Canadian port."
1. Stbd. broad, aside log rafts.
2. Port, broad, speed, mountains in distance.
Goes to ship-breakers 1957. (N.B. 21; pp 85.)
Port, broad, fishing Mitchell Bay.

Stbd. nearly broad, aft. skeleton listing to stbd. on pebble beach. Album 19.

Coming to the seine, Mitchell Bay. Port broad.
Original photo by V.I. Soboleff. P.C. Album 1.

Two V.G. broadsides afloat and one of her wrecked; See pages 51 and 63 in Book 38.
6/10/1892 she arrived Sitka with log raft of 200,000 ft.Owned by Alaska Oil & Guano Co. at Killisnoo.

7/14/'94 was at Sitka, Capt. B.F. Brightman, and pulled the ship "America" from the dock to anchorage in the roadstead.

ALASKAN (Sitka) 12/6/'90 says she arrived from Killisnoo. This is the first steamboat to ever anchor off Juneau arriving her with lumber to build the first frame house for Mr. Geo. E. Pilz, on Dec. 3, 1880

Built 1874 at Portland, Ore. 83 gross; 41 net;
80' x 16.6' x 8.4' Disappears from Registry in 1901
Pacific Sealing Ships. Canadian schooner

FAVORITE

80 tons; built at Sooke, B.C. in 1869: No. 61302. 71.5' x 22' x 8.5'. Had perhaps the longest and most consistently successful career of any vessel in the sealing fleet. Built by Capt. Wm. Spring of Vict. B.C. first used for codfishing in Okhotsk Sea, then went into coastwise trade carrying lmbr. from Vict. to S.F. and Honolulu. In 1874 she went into sealing and continued at that until turn of century. High boat for several seasons and said to be first boat to take Indian hunters to Bering Sea. This in 1885 under Capt. Alex McLean. His brother Dan McL---had the "Mary Ellen" with white hunters. Experimenting to see which were best. Results inconclusive—"Favorite" took 2073 skins and "M.E.--" took 2309. 1886 she made one of largest catches on record---4700 skins, 3492 of them on Bering Sea side until being chased out by "Rush" on Aug. 2. Later she collected $5,367.08 from Bering Sea Claims Comm. From 1887 through 1895 and maybe longer she was skippered by Capt. Laughlin McLean and averaged 2000 skins. In 1898 after herd was depleted she only
took 769 skins. She had crew of 6 whites and 31 indians, a considerable crew for an 80 ton vessel.

Arrived Sitka 2/15/'69 from Van. B.C. Capt. Hugh McKay commanding. 79.5 tons burthen.
FAVORITE

Old Wheel-house-less tug.
From Lewis & Dryden.

1. Port broad, still in stream. (620 neg.) 5x7 print
Side-wheel steam tug

1. Stbd. broad, line out, near shore, slow. VG
2. Port broad, collision with tug "Superior" good. (Magazine cut)
Built 1868 at Utsaladdy, Wn. 269 gross; 269 net; 
132' x 28.2' x 9.8'

Info. Page 71 in Book 36

Was a steam tug to 1876. Vague history thereafter until 1890 when she went to Port Blakely Mills as a tug-pass. There until 1912. Scrapped, abandoned or what??

D. Id. News 5/9/1900 says she arr. Wrangell this day from Seattle; Capt. Sloan.
D.A.Disp. 8/19/1915 pp.5; Capt. Syd Hooper and party left Juneau today to search for the missing gas-boat "Favorite" which is now 3 weeks overdue on a trip from Warm Springs Bay to Douglas.

D.A.Disp. 8/21/1915 Missing gas-boat "Favorite" 'drifts' to Cordova. She had left Douglas on July 30th for Warm Springs Bay with Capt. 'Bing' Hallock of Douglas in chg. With him were Karl Lawrence, D.E.Fuller, Fred Hastings and Chris Teperich. They got lost on the way and then the engine quit. A strong S.E. wind blew them out to sea, up the outside coast, and on to Point Steel, Hinchinbrook Island about 25 miles from Cordova. When picked up by a Cordova fisherman, the men were in a famished condition.

The vessel was built at Coupeville in 1907 and was 39' long and had a 9' beam. Reg. 11 tons gross;
Pacific Sealing Ships

FAWN

Canadian schooner

58 tons; 71.8'x22.2'x8.5' O.N. 100495: Built at Chemainus, B.C. in 1892, and first listed in the sealing fleet that year. Owned by Thomas Earle of Vict. and skippered by Capt. A. Magnusen she only took 480 skins that year. Skippered by Capt. Michael Keefe in 1894 and 1895. In 1894 one of her boats and 3 man crew went astray in fog but were picked up 3 days later by Rev. cutter "Thomas Corwin". Her catches were generally below the average and she was withdrawn from the business in 1897.
1. No picts.
See "Anna Eva Fay"
1. No pics.
DAILY ALASKAN Dec. 31, 1901 says she was wrecked at Unalaska this month. Crew suffered considerable hardship. Finally made it to Valdez and took passage south on the S.S. "Bertha." Her master was Capt. McKenna.

It was charged that the Coast Guard was under orders to remain in the north until the last vessel had cleared for the south, but the C.G. vessel had long since departed for the south leaving the whaling fleet to shift for themselves.

Built 1899 at S.F. Calif; 167 gross; 85 net; 99.6' x 22.7' x 12.6' 600 h.p.
1. Port, broad, speed, near shore, as Jones Bros. tender.
7/17/1941/7  Owned by Bill Jones, ran on an uncharted rock in Dall Bay (Clarence Straits) but was later refilled. Damage estimated at over $800.00.
FEARLESS

1. Stbd. broad, line out to tow, near shore, P.Sd. VG
2. Stbd. bow, listed on beach. (Mag. cut)
FEARLESS

Canadian diesel tug.

PRO 094 C

1. Std. near broad, slow, war paint. (Magazine cut)
Rebuilt in 1942 at Wilby's Marine Ship in Victoria for Coastal Towing Co. Ltd., who bought her that year.

She has a 6-cylinder, 4-cycle Mack "Mariner" diesel developing 100 h.p. at 1500 r.p.m. She also has a special engine arrangement which included a 12 to 1 reduction in two stages, and which swings a 7' x 7' wheel 117 turns with a maximum of 133 turns when running light.

P.M.B. Magazine Aug. 1943.
Old steam tug.

1. Port, broad, speed, probably old Everett flats. VG

Now "Foss No 21"
For further information see reverse side of card on "Foss 21"

Info. pertaining to a tug of this name in Book 36; P.16

D.A.Disp. 4/15/1910 says a steam tug of this name was chartered to the Tyee Whaling Co. at Murder Cove and was towing the chartered barge "Fresno" to Tyee.
FEARLESS
Lg. old steam tug.
From Lewis & Dryden

From Lewis & Dryden. (620 neg.) Also 5x7 print.
FEDERAL BRIDGE
Steal steam schooners of the P.C. Lyman
Built 1919
3283 tons, was bought from the Shipping Board in 1926 by Swayne & Hoyt, and renamed "Point Montara". In '36 she was acquired by the Coastwise Line of Portland and renamed the "Coast Merchant".
H. J. Snow reports that this vessel was engaged in raiding the seal rookeries at Robben Island, Okhotsk Sea, in Nov. 1885. The Russian gunboat "Razbi" arrived on the scene and captured several schooners, but the "Felix" escaped. She was soon afterward lost with all hands and about 550 seal skins, no trace of her being found. Snow indicates but does not definitely state, that she was the formerly the schooner "Anastasia Cashman."
1. Port bow, speed, P. Sd. (Porthole)
2. Port qtr. speed; (Mag. cut.)
3. Stbd. bow, speed. (V.G. Mag. cut) Book 33; p. 18
Built in 1946 by the Reliable Iron Wks. in Olympia and launched in July of that year. All steel and welded throughout she is powered with a 1200 h.p. F.M. diesel driving her at 11 knots. Named for Capt. Frank Edward Lovejoy who founded the company in 1924. Designed by Carl Nordstrom. 178.4' x 35' x 15' Displaces 1500 tons when loaded and has a capacity load of 800 tons. She is on the Seattle-Powell River, BC. run and takes machinery etc. north and returns with newsprint mainly.

Marine Digest 9/18/48

MORE INFO. BOOK 36; Pages 48—52
MORE INFO. AND PLAN. BOOK 35 Page 46
Good pict. and info. Pages 24 & 25 PMB Nov. 1951
1. Stbd. nearly broad, resting on even keel, upright, decks awash, on bottom in Columbia River after collision with "Edward Luckenbach"
1. Set of two pics taken on deck of the "Fenn Victory" at the ramming of the "Diamond Knot." Both are very poor and prove nothing at all.
See story on "Diamond Knot" (NOTE BOOK No. 27; pp 116)
See VG editorial on suicide of Capt. Gaidsdick inside cover of Book 31.
1. Port, broad, slow, in Lake Union near logs. VG
2. Stbd. broad, entering Sitka Hbr. from South; panorama, showing Alice Id. etc. P.G.A. Album 1
3. Two; stbd. broad at Union Oil Dock Juneau Aug. 1948
4. Port broad at Juneau City dock Sept. 1950
5. Late info. (1963) Lg. G.S. File under LIGHTHOUSE TENDERS

CUSTOMS J. J. Connors.

Passed without proper certificate by Collector at
12/17/1939, 2 "Perrn" and owners fined $1000. For packing
12/16/1939 6 "Perrn" here; going to Seattle for repairs.
12/21/1939 6 Perrn restored and apparently undamaged.
12/21/1939 6 still around in Palse Pass.
12/24/1939 to Prince Rupert by the "Charles" for repairs.
12/28/1939 6 lost her rudder near Ketchikan and was

Later "Mason"
Built 1915 at Winslow, Wn. for the U.S.L.H.S. 245 tons displacement (light) 98.4' x 22' x 10'. Original power was 300 h.p. triple expansion steam.

After being withdrawn by L.H.Ser. she was sold to a Capt. H.F.Haines of Meadowdale, Wn. She was used some years on the stormy Seward, Aleutian Id. and Western Aaa. route formerly handled by the famous little str. "Dora". Capt. Ben Aspen (Skipper of the A.S.S."Denali" 1949) was master in her in this service. In 1940 she was purchased by the Alaska Traders from Capt. Haines and re-engined with a 300 h.p. Washington diesel. She was taken over by the Army Trans. Ser. during the War II and used in the Aleutians, as the ATS "Mason" Young Geo. Baggen commanded her until she was returned to her owners.

M.D. June, 4, 1949

At this writing she was at the plant of the Lake Union D.D. Co. with the "Garland" of the Berger Trans. Co. The latter is being commissioned and overhauled for the Westward run.

D.A.Disp. 7/4/1915 Recently launched at Eagle Hbr. and sailed for Alaska on maiden trip July 1st.
Stbd. broad at Juneau Cold Storage dock.

Fair pict. being overhauled at Marine Constru. & Design in Seattle. pp. 29/ Apr. 1955 P.W.B.
FERNDALE
No. 120434
Old st. sch.

No. pict.
Built 1880 at S.F. Calif. 243 gross; 151 net; 160 N.H.P.
140.5' x 25' x 9.1'
FERNSTREAM

Norwegian frt.

1. Pict. and info. of sinking in Book 34; page 38-41-44
Story in large folder drawer
The above is now in

Envelope No. 17.
(Note Book 23; pp 35)
1. Stbd. bow, still in stream. (Porthole)
2. Port bow at pier, 3 scows a/s; from air. (Mag. cut)
3. Port broad, loaded, from the air. (Porthole)
One of 6 Liberty ships owned by the Weyerhaeuser S.S. Co.
The others are:
"F.S. Bell"    "Geo. S. Long"    "John Weyerhaeuser"
"Horace Irvine"  "W.H. Peabody"
Capt. A.G. Shields is master and Tacoma is nerve-center of the Weyerhaeuser domain. All will have G.E. radar.
M.D. Feb. 10, 1951

All are 7200 ton EC-2 type frtrs. This vessel was built at Bethlehem Fairfield yard. In the Porthole pict. she is carrying the largest load ever carried by a Liberty 500 tons of magnesite ore and 6,170,000 net board ft. of lumber from Pacific N.W. to the Atlantic seaboard.
All are powered with 2500 h.p. triple exp. steam.
1. Port, broad, speed, near bluff.

2. Stbd. broad, at dock. (Magazine cut)

3. Stbd. broad, sunk, upright near logs. (Mag. cut)
Emp. 2/12/1923 The sound frtr. "Fidalgo" capsized in high winds and snow while laying at the Albers Milling Co. dock at Seattle today. Cold and 7" snow fell in Seattle during the day.
1. No picts.
Operated by the Russian Fur Co. to Alaska in 1869
175.16 tons.

Records in the Alaska Territorial Museum (Framed on wall in Curators Office) give following Information:
She was the first vessel (No.1.) to be registered with the U.S. Customs in Alaska after purchase of territory from Russia. Her master and owner was Capt. C. Erskine
The papers were signed by William S. Dodge (Special Agent and Collector of Customs at Sitka. Oct. 28, 1867
Steam screw vessel 139.07 gross; 36.09 net.
121.3' x 18' x 8.8'
P.C.A. 6

FIDELITY

Halibut—Cannery tender

1. Port broad on N.C. Co. ways May 1950
2. Std. broad. " " " " " " 
1. Port broad, slow, Ketchikan Hbr.
2. Bow view, still in Ketchikan Hbr.
Launched from Burrard Drydock Co. in late 1938. 100' long
Embarrassed 4 deep sea shipmaster at once Capt. Wm
Crawford (who had her built) Capt. E Aikman manager of C.
to bring Gracie Fields to Van. B.C. and ran aground on
the way.

M.D. 12/10/49

FIFIELD
Wooden Steamp Schooner.

1. Port bow, close, seas breaking over stern, wrecked in mouth of Coquille River, Ore. 1922. Had been built at North Bend, Ore 1908; 634 tons.
FIFIELD
Wooden Steam Schooners of the Pacific Coast

634 tons, built 1908 at North Bend, by Kruse & Banks for the management of Arthur F. Estabrood, of S.F.
Carried 750-M ft. and had 500 h.p. compound eng.
Was wrecked on the south jetty of the Coquille River, Feb. 21, 1916.
See card on S.H.FINCH
FIONIA

Old Danish M.S.

1. No pict.s.
Some good info.
1. Port, broad, speed, loaded with buoys.
2. Good pict and story Pages 14 & 15 PMB Jan. 1952
1. Port broad, Ketchikan as P.A.F. ship.
2. Port broad, still Ketchikan Hbr.
Built in Bellingham by P.A.F. and launched Apr. 4, 1917
1782 Gross/
Was a sister to the Redwood. Sold by P.A.F. when new
and her career has not been traced.
D.A. "isp. 10/10/1917 pp. 6; ---of P.A.F., was chartered by
P.S.S.Co. to make a trip to Alaska today to get a load
of canned salmon.
Empire: 12/23/1919 pp. P.A.F. "Firwood", Capt McGregor,
with a nitrate cargo, caught fire and burned to waters
edge off the coast of Peru. Was enroute from Callao
to S.F. Crew picked up safely by the Br. Str. "Victoria"
She is the sister ship of the P.A.F. vessels "Redwood"
and "Rosewood" and has a Bellingham crew.
FISH HAWK

Old cannery tender

1. At float in Tyee, a/s "Haakon" (PCA--1)
2. V.G. a/s old pile trap (Book 48; pp. 43)
3. Port Broad; V.G. Off Seymour Canal (PCA--7)
FISHER MAID

Pacific Sealing Ships  Canadian Schooner

21 tons; 48' x 15.2' x 7.4'  O.N. 120695: Built at
Astoria, Ore.  Canadian O.N. 100797.

In 1894 she carried a crew of 8 Indians and took 92
skins on the coast. In 1895 she was skippered by Capt.
C. Chipos and took 109 skins.
Reported by the "Sitka Herald" at Sitka in May, 1893 with a catch of 20 skins, hailing from Port Townsend. No other report and it may be the same vessel as the "Fisher Maid" which was registered in Port Townsend that year.
1. Port broad, perched high and precariously on reef (Hog Rocks) near Ketchikan 1944.
2. Small pict of same view as mentioned above.
1. No picts.
Built 1886 at Sunderland, Eng. 2564 gross; 1615 net; 282.4' x 38.7' x 25.7' Frt. and crew of 30
Lost at sea; Left a Pacific Coast port May, 15, 1914 and never again heard from. All 58 men on board perished
1. No picts.
Built 1898 at Seattle by Moran Bros. 718 tons; Was laid up in Andreaofsky Slough, near St. Michael in 1944.
FLANDRE

New French Liner (1952)

1. Port near broad, slow near jetty. (mag. cut)
2. 3 good pictts in TOWLINE Aug. 1952 pages 8 & 9)

No. 1. above is in Book No. 35. page 26.

3. V.G. air view, being docked N.Y. p. 29 Dec. 52 S.& S.
Second ship of the name—replacing older vessel. Named for a French province. She will cruise at 22 knots. First vessel went into service in 1914 and carried 353 passengers—on route from St. Nazaire, France to Vera Cruze, Mexico. New vessel follows in size the "Liberte" and will carry 378 pass. in first class and 274 in cabin class—no tourists.

Elks Mag. Oct. '52

For more info. see Book 35. page 26
Maiden trip story; Book 37; page 71
Good picts. and story; Page 15; Jan. '53 S & S
More good info. page 55; Apr. '53 S.&S.
FLAVEL
Wooden steam schooners of Pacific Coast

967 tons, built 1917 at Fairhaven, Calif. by W. McDade in Bendixsen Shipyard which was operated then by Hammond Lumber Co. She was owned by them first 6 yrs. afloat.

Had 650 triple ex. eng. and carried 1200-M ft.


Emp. 12/15/1923 St. sch. "Flavel", enroute Grays Hbr. to San Pedro, piled up on rocks near Monterey early today and is a total loss. Was loaded with lumber. Her crew is all safe.
2. Stbd. broad, abandoned on beach in Quartermaster Hbr. March, 1905
3. Port bow, a year later than above. Both in Album 23.
4. Port bow, close up, good. See Album 18.
5. In stream, early Seattle Hbr. scene. Others.
Built 1881 at Portland Ore. 134 gross; 67 net; 111.5' x 17.2' x 7' Abandoned on beach at Quartermaster Hbr. 1898.
FLEETWOOD
Large reefer ship.

1. Port broad at dock. (Book 33. P. 23.)
FLEMISH KNOT

Unit of A.S.S.Co. (Knot Ship)
Makes trip to deep Arctic. (NOTE BOOK No. 1. pp. 37)
1. Nose in beach homes—-from the air.
2. Burning on Delaware River. (Book #34 page 28)
Collided with a gas barge named E.D. Dodge. Both burned. Empire account lists her name as the tanker "Michael"???
FLO JEAN

Alaska gas-boat.
Ex. "Sea Otter"

1. No picts.
See card on "Sea Otter"
1. No picts.
Built 1898 on Lake Bennett. 63 tons; Dismantled and made into a barge in 1903.

7/4/1901 under Capt. Martineau she nearly wrecked in Five Finger Rapids. The cable hooked a rock in mid-channel and pulled her bow under. It finally parted and she drifted clear. Had to wait 40 hours before the "Whitehorse" came and strung another cable up.

Arr. Whitehorse 9/22/1901 with 130 pass. Had cut rates from Dawson $10.00 to $15.00 and $20.00.
FLORENCE  No. 201353
Small steamer operating around Juneau in 1908

D.A. Disp. 2/13/1908 says she was taking over the ferry run for the "Lone Fisherman" for the day. She was also mentioned in Jan. 1908 papers as being considered for charter to search for the missing "Fox"—being a larger boat than the "EDM" etc.

51 gross; 35 net; 55' x 16' x 7.7' Pass. 2 crew; Built 1904 at Seattle and home port Juneau in 1908

ACCORDING TO TREVOR DAVIS SHE IS ONE OF THE SEVERAL HULLS BURRIED UNDER THE A.J. ROCK DUMP. (Notice---this pertains to the "Selin" not the "Florence" The "Florence was sold to outside interests as too expensive to run.

1. Heavily iced at old Juneau wharf. (Album 28)

D.A. Disp. 7/1/1909 Returns from fishing trip (cruise) Has been remodeled. Galley and lounge now aft where ladies cabin used to be.
1. No pics.
Built 1898 at St. Michael, 90 tons; As a harbor boat. Wrecked on the Koyukuk in 1900, raised and repaired and later wrecked for good in the St. Michael Canal.
FLORENCE M. SMITH
Pacific Sealing Ships. Canadian Schooner

99 tons. 22.5' x 24' x 9.1' O.N. 94771. Built at Lunenburg, Nova Scotia in 1888. First listed in 1894 owned by Capt. C.J. Kelly, skippered by Capt. John Allen. Took 177 skins on the Asiatic side. Next year was inchg. of Capt. Luke McGrath and took 285 skins on the Alaska side in 1896. Her catch was 178 skins. She was withdrawn after this season.
FLORENCE OLSON
Pacific Coast Wooden Steam schooners. Lyman

1185 tons, built 1917 by Kruse & Banks, North Bend. for Oliver J. Olson.
Carried 1250-M. ft.
800 H.P. triple ex. eng.
Sold in 1925 to Hart-Wood Lumber Co. and renamed the WILLAPA.
She foundered off Gold Beach, Oregon, in the winter of 1941-42.

This information may be in error to the extent that Hugh Delanty claims the "FLORENCE OLSEN" was the "Paraiso" (See card on later)
Made a trip to Alaska (Valdez) in Aug. 1938 (8/29/1938/6)
FLORENCE S.
River steamer, 1900
On 30 mile River.

1. No. pict.
A news article in the old ALASKA MINING RECORD FOR 1900 says Capt. Syd Barrington one of the owners and Master of the vessel "Florence J" was charged with manslaughter when that vessel capsized in the 30-mile River. Her cargo shifted when she listed badly in an eddy and she capsized drowning three persons. He was cleared by Capt. Stearns, Magistrate, in a hearing at Dawson.

Another old account says she was wrecked on Marsh Lake---ALASKA MINING RECORD Oct. 27, 1899

Iron hull. Built by/1898. at St. Michael 1898
She was raised after her capsizing in 1901 and was later made into a barge. Owned by the Black Trans. Co. in 1944.

NOME NEWS DAILY CHRONICLE Aug. 16, 1900. Article says she was built at Portland, Ore. and shipped to St. Michael, then assembled there in 1897. Her trouble near Hootalinquah in the 30-Mile was in July 1900 and her survivors were picked up by the "Baily"
FLOSIE

Old steam tug.

"Olympian"
"Peterson"

Ex "Peterson"
Later "Olympian"
"Adeline Foss"

1. Stbd. broad, speed, double exposure. 

At Skeet. 10/13/1901 Capt. Impells. Storm up Lynn Canal. 

At eath won mail contract 11/2/1901

(Keeteath II)

Poor country--no gold in Kenetna river below Haines--

8/2/1901 drowned Capt. 0. Armstrong from Juneau. He reports

8/2/1901 she lowered 110,000 ft. of logs to Bosphoraks

Each week to Skeewaw and 2 trips each month to Skika.

Advertised in Skeewaw paper Jan. 1, 1901 as a mail str.

Ex "Peterson"
Later "Olympian"
"Adeline Foss"
See reverse side of card on "Olympian"

Alaska Daily Dispatch Nov. 4, 1899 says "Flosie" to be taken off the Juneau-Skagway run and will be replaced by the new steamer "Wallowa" which was formerly a tug. "Wallowa" is owned by the Pacific Clipper Line.

Alaska Mining Record. Mar. 18, 1899 says the Juneau Ferry & Navigation Co. was to operate the steamers "Flosie" and "Lone Fisherman"

Won the Sitka mail contract Mar. 20, 1901 for $7,000. 5/9/1901 initial trip. Capt. Tibbets.

On Jan. 14 1907 Capt. Tibbets declined to go to the aid of the "City of Seattle" which was disabled at anchor off Bridget Pt. due to the severe gale and snow-storm that was raging at the time.

Daily Alaskan (Skagway) June 1903 says she was sold to the U.S. Government at Haines for $14,000.
D.A. Disp. 9/13/1901 “Flosie” sunk at her moorings last night. Only top of house visible above high water. Crew was asleep on board but all got off safely. Cause of sinking (at Juneau dock) not known.

D.A. Disp. 9/16/1901 pp. 4 “Flosie” raised Sat eve. 14th. Sea-cock found to be open; crew on str. “Tonquin” which was laying near-by, heard someone run from her during the night—indicating sabotage. She may be back in running condition by tonight.

D.A. Disp. 11/2/1901 “Flosie”, Capt. Tibbits, now two days over-due from Skagway mail run. (She arrived on 4th 5 days late and reported she was stopped at Berners Bay by severe storms on Lynn Canal. (Did not make the run)

D.A. Disp. 6/22/1903 The Gov’t. has purchased the str. “Flosie” from the J.F. & Nav. Co. for $17,500 and will use her for a Barracks tender at Haines. She was built in 1899 for the local ferry runs but was found too expensive to operate as she was equipped with electric lights, a searchlight and other modern innovations..
Have an envelope with a VG souvenir on her (cloth advertisement) in Lg. G.S. File under MAILBOATS.
1. Stbd. broad, speed. (mag. cut)
Built by the Equitable Equipment Co. Inc. of New Orleans, La.

Officially known as Hull No. 415 she is 45' long by 12'5" beam x 6'10" depth. Her draft is 4'6". Has 5/16 steel plating.

Powered with a G.M. Diesel, Model 4073 which is 2 cycle, 4 cylinder with 4 1/4" bore and 5" stroke. Develops 110 h.p. at 1850 r.p.m. A 3 to 1 reduction gear, reverse gear and heavy duty clutch transmit power to a 36" x 28" propeller. Running free at 1500 r.p.m. she will cruise 9 knots. (Some of these were powered with 110 Buda diesels) This one has 300 gal. fuel capacity.
1. Port, broad, laid up under bluff; houses on top.  VG
2. Port, broad, slow, snow-capped mountains.  VG
3. Port broad, slow in stream. (Mag. cut)

 Mentioned in death of Capt. Andrew A. Aas.
Red Scrap Book No. 35  Page 6
Burned and dismantled at Richmond Beach in 1927 by Neider & Marcus Inc. ship-breakers. She was named the "Washington" then.

Converting to oil burners (NOTE BOOK No. 27; pp 113)

More info in Lg. G.S.File under PUGET SD. PASS. STRS.
1. No picts.
Operated by a Capt. C.E. Miller for the Tantalus Coal Mine.
FLYING A CALIFORNIA

Lg. tanker 1954.

1. Picts. and info. Album 43.
2. Ran amuck in storm in Lake Union Book 39; pp. 18
3. YG picts. and complete info. (M. Eng. 8/31/56; pp 72)
1. Str. broad, slow. (Mag cut)
1/12/1950/3 U.S. escorts blockade runner "Flying Arrow" to China!
1. Port broad, sails set, print. (Magazine cut)
2. Port broad at sea. Colored Mag. cut.
1783 ton clipper and the largest merchantman in her day, made the pace-setting run from the Pacific to the Atlantic in 89 days and 21 hours in 1851. Built by Donald McKay.
1. No picts.
Was a small screw steamer used around St. Michael Hbr. in 1898 and 1899.
FLYING DUTCHMAN
Old Schooner (??)

1. No pict.

M.D. 1/26/1957 The original Flying Dutchman was Capt Van der Decken, condemned for impiety to cruise forever off the Cape of Good Hope.
JUNEAU CITY MINING RECORD for June 13, 1889 says the "Flying Dutchman" brought 22,000' of lumber from Green & Co's. Mill at Berner's Bay to C.W. Young in Juneau.

NOTE: It is possible that the paper referred to the skipper rather than the name of the boat. There was such a man (nick-name) who became a well know seal poacher and was sailing out of Juneau about that time. (Check old Mining Records)

Later Note: There definitely was a sloop of that name, so disregard above note/ J.C.M.Record 2/20/1890 says she was laying off the Douglas dock after being down in Seymour Canal logging most of the winter. A Capt. Moore owned her.
FLYING ENTERPRISE
6710 ton U.S. Frtr.
Isbrantsen Line.

1. Stbd. near broad with over 45° list at sea.
   (Newspaper clipping)

2. Aerial view, bow on. (Newspaper clipping)

3. Stern of tug and bow of listing ship being towed.

4. Excel亮ant group of picts. from Jan. 22, '52 LIFE

5. Good picts. April 1952 SHIPS & SAILING; Page 5

No. 4. above in Book # 34 20 to 26
PICTS. and info. in BOOK 31 pp 83
Parallel to this episode occurred in 1910 when the three-masted bark "Yemer" was dismasted in a hurricane in almost the same position as the "F.E." Dismasted in Jan. 1910 while three weeks out of Liverpool bound for Mobile. Completely dismasted and derelict for days until sighted and towed to port. Another parallel was that the skipper of the "Yemer" was a Capt. K.R. Carlsen!

M.D. Feb. 16, 1952

Loss figures. Vessel $1,200,000. and cargo between $2,100,000. and $2,800,000.

M.D. Feb. 9, 1952

GOOD STORY OF WRECK IN SHIPS & SAILING Apr. '52; P.5-6

More info. on sinking pages 48-49-50 in Book 37.
1. Port near broad. Assisted by "Doris Moran"
See TOWLINE Feb. '52 Page 3)
Successor to first vessel of name that made maritime history under Capt. Henrik Kuit Carlsen.
FLYING MIST
Pacific Sealing Ships American Schooner

O.N. 9248; 57 tons. Said to have been built on P. Sd. in 1861 and hailed out of S.F. In 1871, under Capt. Sadler, left S.F. on Apr. 17, went to Bering Sea and took 875 skins. Snow reports her otter hunting on the Japan Coast in 1874 and says she was "A regular N.F. banker of 60 tons, rope and aft rigged, with large mainsl. the boom running 25' over the counter; deep and sharp as a yacht, with beautiful lines." In 1873 Snow says she was hunting around the Kuriles, and he lists her as lost in the North Pacific with all hands, but not give a date. She is elsewhere reported to have been at Robben Island and at Copper Island in 1880 and to have been overhauled at the latter place by a Russian gunboat which confiscated 4 otter skins.

Arr. Sktka. 6/12/69; Capt. W. S. Sadler; 57.24 tons.
Skagway paper 11/22/1906
Petersburg boat---lost about 11/1/1906 in Fredrick Sd.
in a storm. She was found sunk with only top-mast showing
and all sails set. Her 5 man crew were all believed lost.
FORBES HAUPTMAN

Lg. Frt. (Coastwise)

1. Stbd. bow; coming in on swell. Col. River Bar. G.
1. Stbd. broad. in Lake Union. (Mag. Cut)
2. 2 picts. port broad, at Alaska Trans. Dock. 4/49
80' halibut sch. chartered by Lake Union Sales to Martin Kildall to buy fish for Polar Fisheries in Ketch. in 1950 season.

FOREMOST
Trawler--purse seine type.

1. Pict. and info. pp. 26; Book 41.
2. VG. pict. Ketch. dock as "LeRoy" (PCA--7)
3. PICT. BOOK 33; pp 2.
D.A. Disp. 5/31/1916 Hull of 'Hoodoo Sch.' "Forest City" is to be raised at San Juan, Porto Rico. V.G. She is the former sch. "Myrtle Turnell" build at Cambridge (Maine) in 1904 V.G.
1. No pics.
Emp. 1/2/1923/6  Tug "Oneonta" was out of Astoria today in answer to call for help from tug "Forest King" towing barkentine "Forest Dream". Was unable to locate either vessel so far. C.G. "Algonquin" out also.
1. Port broad, all white, speed. Ketchikan hbr.
2. Stbd. broad, a/s small boats Juneau City float.
4. Four good views of her various angles.
5. Stbd. broad, a/s driver putting in Gold Creek Dolphin P.C.A. 3.
6. Two picts of her on Northern Commercial ways.
7. Stbd. broad, at float in Juneau boat harbor.
8. Set of four of her aground at Bear Creek.
10. Stbd. broad at #1 float Juneau Boat Hbr. May 1950
11. Set of three laying loaded at Boat. Hbr. iced in;
12. Stbd. bow from dock. Loaded; Iced in Mar. 1951
13. As. mailboat. Juneau Boat Hbr. (PCA--7)
D.A. Disp. 3/18/1913 says 'of Ketchikan, and towed the old Wrangell landmark "Port Admiral" loaded with lumber, to the E. Weisef cold storage plant at Port Conclusion. Ten years ago the old "Port Adm." lay on the beach in Etoolin Bay --her hull a swimming tank for the Wrangell boys.

Emp. (Juneau Note Book 9; pp. 42) To have radar.....

8/6/1940 The Chenard--Jones tragedy at Turner Lake
Port nearly broad aft. at Taku Glacier.
1. Port bow, near log rafts at mill.
FORESTER

Old sailing ship

1. No pict.

2. VG. pics. and info. in Lg. G.S. File under SAILING VESSELS. (S.F. Museum publication SEA LETTER)
Lies half sunk at Martinez, Calif. and Capt. Deveridge, who owns her lives on board. M.D. 9/27/47
1. Port broad, sails set, at sea. (Porthole)
1614 tons

Sold to Great Britain in 1928

MORE INFO. BOOK 36; Page 16
FOREST KING

Book 29

Wooden st. schooner "Alice Tebb" later.

1. Port near broad at dock. Good. (Magazine cut)
4/26/1927/8 "Forest King" of Forest King Co. chartered by Adm. Line, brings load of coal to Juneau. Capt. Ben Joyce.

1/19/1937 "Forest King" and other assets of the Southland S.S. Co. of Seattle were sold this week to the Matthewson Shipping Co., of Seattle. W.K. Matthewson, Pres of the concern, said she will be operated in coastwise lumber trade from either P. Sd. or Grays Hbr., to Southern Calif.
FOREST KING
Pacific Coast Wooden Steam Schooners

2246 tons, built at Aberdeen Wn. by the Grays Hbr. Shipbuilding Co. on a hull originally laid down there by the Grant-Smith-Porter Ship Co. for the Emergency Fleet Corp. Operated in the coast lumber trade along with the three "Forest" barkentines also built in the Grays Hbr. yards.

Carried 1750-M ft. lumber and had 1750 h.p. triple expansion steam engine built by Nordberg Manuf. Co. of Milwaukee.

Later operated under various ownerships as the "Alice Tebb." In 1940 as the "Tebb" she was sold to the Wyman Lmbr. Co. who sent her around to Baltimore with a cargo from the Columbia River. Off Savannah, Ga. on the way up the East Coast she ran into heavy weather and foundered Sept. 28, 1940, the crew being rescued.

Built 1920
1. No pict.
2. Pict. of her as the "Kaiulani"
3. Stbd. bow, V.G. ad this card
4. Poor pict. showing rigging under port qtr. only.
5. Not too bad a stern view; at dock.
1. Port, broad, still in stream, as steam tug.   VG
Emp. 4/28/1926/6 Wash. T.&?B. tug "Forest T. Crosby" lost a barge load of equipment for the N. Pacific Sea Products Co. at Port Hobron, off Cape Hinchinbrook, Sun. the 24th in a 75 mile gale. The barge went ashore and broke up.
1. VG porthole pict. (PHP--4)
Keel laid: See Book 37; page 67
FORT ARMSTRONG

Steel steam schooners of the P.C.

3249 tons, was bought in 1926 by the Charles Nelson Co. After that company went into bankruptcy she was sold in 1937 to be broken up in Japan, she and the "Buffalo Bridge" and "Tashmoo", bringing $130,000 for the three.
FORT BRAGG

1. Port broad, a/s keel of capsized st. sch. "Wasp".
2. Port bow, showing her righting capsized "Wasp".
   # in Album 20.

3.
FORT BRAGG
Wooden Steam Schooners of the Pacific Coast Lyman

Carried passengers and 850-M ft. Had 550 h.p. triple expansion steam.
Was owned by Chas. H.Higgins of S.F.
Went ashore at San Jose del Cabo, Mexico, Nov. 1915 but was refloated and refitted.
1928 sold to the S.F. Iron & Metal Co. but was later sent back to sea, to be finally wrecked on Coos Bay Jetty, Sept. 7, 1932.
1. No pict.
2. Air pict. of broken half being towed by the "Agnes Foss" Page 11---P.M.B. (Workboat Journal) March 1952
Broke in two near Honolulu in 1946.
Early in Jan. 1952 she was towed from Hilo, Hawaii 3000 miles to Long Beach, Calif. to be broken up for scrap. Tow made by the Foss tug "Agnes Foss" Capt. Ray Quinn and took 33 days. (Involved stern half only)

M.D. 2/23/52

Article in P.M.B. Mar. 1952 (Workboat Journal)
1. Picts. and info. pp. 13 and 19; Book 41.
1. Good view along deck from fwd.
FORT MERCER

U.S. Tanker.

See story of sinking in Large envelope No. 5.
Two separate accounts.

More info. in Book 37; page 53
Pict. and info. sinking. Book 40; pp. 66-67
W.G. pics and full story in June '52 Argosy pp. 20.
VG pics. of her sinking, pp. 12; Spring 1956 S&S. pp
Stories formerly in Envelope 5 are now in (Note Book 23; 41)
1. No pics.


Late Intro. pp. 5 PWR. Aure. 1956.
113' sturdy wooden craft used by the Hudson Bay Co. in the Arctic has been sold by them to a group of Vancouver B.C. men to be used in freighting on the B.C. coast. She has been tied up in Vancouver since early last year. Operated for 10 years in the Western Arctic.

The Hudson Bay people have replaced her with the new "Fort Hearne"

B.C. Steamships Ltd. have chartered the Fort Ross for several trips from Vancouver to Northern Alaska ports.

M.D. 7/15/50

In Mar. 1951 she was owned by B.C.S.S.Ltd. and was working at Caamano Bay, taking soundings for B.C. International Engineers, who are in charge of the big engineerin undertakings of Aluminum Co. of Canada.

M.D. 3/31.56

M.D. 6/30/56. The 114' coasting vessel to leave this week from Van. B.C. on a 12,000 mile return trip to Trinidad and Venezuela. Has been chartered to carry a cargo of explosives from Canadian Industries plant at James Island to both of the above mentioned ports.
FORT SUMPTER

Lg. U.S. tanker

1. No picts.
Two halves of the "Fort Sumner" a 10,000 ton T-2 tanker, have been scuttled by C.G. and Navy after she had broken in half about 720 miles S. of Attu on May, 11th.
1. Pict. taken by Mother in L.A. '55 (PCA-10)
Ex. "Volunteer State" Info. (NOTE BOOK No.1. pp 33-40-48)
More info. (NOTE BOOK No. 1. pp 32)
Pacific Sealing Ships

FORTUNA

Canadian schooner

97 tons; 77.5' x 23' x 9.3'  O.N. 94636. Built at
Lockport, Nova Scotia in 1888. Came around the Horn from
Halifax to Victoria in 1895 to join the fleet. She took
219 skins on the Russian side of Bering Sea and was lost
with all hands either late that year or early in 1896.
1. No pics.
Good info. ppl 16. Book 44.
1. No pics.
Built 1898 at St. Michael 160 tons; See "Helen Bruce"
Concrete ship.
(Saltery)

Port qtr. aground in Ships Cove (Port Armstrong)
Port list, abandoned.
1. Stbd. broad, in race with "O.G.Olson" (Mag. cut)
Cpt. Henry Schon was skipper in this race—the vessel finished 3rd.
<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Stbd. broad, slow, calm Puget Sd.</td>
<td>VG</td>
</tr>
<tr>
<td>2</td>
<td>Port qtr. assisting &quot;St. Mihiel&quot; (Mag. cut.)</td>
<td></td>
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</tbody>
</table>

Ex "Elf"
Port broad, speed, Puget Sd. city. Port bow; with "Reliance" and "Edith Foss" Race. VG
Built 1907 at Tacoma, Wn. Passed to Olson Tug Col 1910 and then sold to Foss Co. in 1912 with the rest of his fleet (Olson's). She became the "Foss 16" at this time. 38.34 gross; 26 net; 59.7' x 17.3' x 6.9' Repowered in 1927. Her name when built was "Olympian"
1. Port, broad, speed, Seattle waterfront as ATS 18.
2. Port, broad, towing in Canal as Foss tug. #18. VG
3. Stbd. broad, speed, Elliot Bay. VG
4. Port broad, slow in stream.
5. Portx broad, speed. (Mag. cut)
6. Pict. and info. (Book 43; pp 54)
7. Pict. towing sections of Lake Wn. bridge. BOOK 31; p36-7
Was sunk the last week in Dec. 1943 near the entrance to the Lake Wash. Ship Canal after a collision with the transport she was escorting to the Lake. She was raised a few days later and taken to the Barbee shipyards at Ballard. Frank Banazak, a deckhand was drowned. Capt. Milton Ness was off at the time and his Mate Carl Anderson was handling her.

1. Stbd. broad, slow, near low pier and buildings.  VG
2. Stbd. bow, ashore, stbd. list, near logs.
   Also same picture printed backwards. Album 16.
3. Stbd. broad, towing oil barge astern, Stikine Str.
4. Port broad astern of "Explorer" on N.C.Co. ways.
5. Port broad close, on N.C.Co. ways.
6. Stbd. broad, (Mag. cut)

Ex "Wigwam"
See info. under "Osorey"


Eng. troubles etc. Book 30, Pages 57-70

11/18/1946 Pulls "Sandra Lee" off beach in Mole Hbr.
11/20/1946/8 Broke tail shaft at Pelican. C.G. "Wachusett"
Foss No 21

* Foss L. & T. Co.
* Diesel tug.

**1.** Stbd. broad, speed, Seattle waterfront.  

Ex. "Fearless"
Built at Tacoma in 1900 95 gross; 63 net; 80.1' x 19.2' x 9.3' as the old Sound tug "Fearless"
Sold to Foss Co. in 1925 and rebuilt. Old steam plant removed and the hull dieselized—-renamed "Foss 19"

For the next 5 years she worked P.Sd. and B.C. waters during winter and moved out to the coast for the summers. She spent 1931 and 1932 in the Alaska trade, and from '33 on, she devoted her time to log towing—mostly working out of Port Angeles. She was laid up in 1949 and has since been rebuilt and new Diesels installed.

She and the "Matilda Foss" were instrumental in pulling the sinking "Diamond Knot" into shallow water after her collision in 1947.

Orville Sund, Tacoma Mgr. for Foss Co.
1. Stbd. bow in Gov't. Locks. Seattle (magazine cut)
Overhauled by Avondale Marine Ways, Inc. of New Orleans.
Towed to S.F. with a cargo of lubricating oil. She has 8 oil compartments and living quarters.
210' long
FOSS 120
Converted crane-<br>barge.<br>Juneau Spruce Corp.

1. Three views of load that "Santrina" towed to Prince Rupert April 1948.
1. Stbd. broad, loaded as towed to Tacoma by Louie Baggen in Sept. 1948
FOUNDATION STAR
Honduran tanker

1. Breaking in two; at sea. Book #34 page 29
See story and pics. in NOTE BOOK NO. 24.
FOX

Sm. old Juneau mail-boat.

1. Ice-coated at Juneau 1908 from dock. (Book 48; pp 18)
Ex "Abraham Rydenberg 4-masted bark."

1. Std. broad, sails, at sea. (Mag. cut)
2. As a brig.
3. PICT. Info. BOOK 44; pp 42.
For more than 50 years seafaring men throughout the world have met in many ports and on many seas the 4-masted bark "Abraham Rydenberg" at various times under the flags of Portugal, the U.S. and Sweden, flying the latter flag as a training ship of the Swedish Merchant Marine.

Her outstanding performance was the establishment of a record for sailing ships in 1925 while with Alaska Pkrs. She made the 2400 mile voyage from S.F. to Unalaska in 7 days to average approx 15 knots!

She is now owned by Julio Ribeior Campos and flies the Portuguese flag. Recently she was powered with a pair of 960 h.p. F.M. diesels at 300 r.p.m. with air cooled pistons and back-flow scavenging.

260'9" x 43'2" and has depth of 23'6"

She still retains her sailing rig as a 4-masted bark.

(Motorship May, 1946)
1. FP 132  see "Donna Lane"  Album 4.
2. FP 28  see "Major Ruben L. Fain"
3. FP 22  see "Sunde"
4. FP 38  (Twin 300 H.P. Atlas Diesels)
5. FP 40  Stbd. broad, speed, Seattle  11.
6. FS 245  Stbd. broad, Seattle waterfront  12.
7. FS 249  Stbd. broad, at dock.  12.
8. VG Half-bredth plans of 148'  BOOK 31 pp 89
114' x 27' x 10'2". Frames are double sawn fir with top timbers of yellow cedar; planking is 3" net vertical grain fir; guards and shoe are of ironbark. Hull has 6 water-tight compartments by welded steel bulkheads, those fore and aft of the engine room being fireproofed.

Cargo hold of 120 tons capacity.

Engines pair of 6-cyl. 11\(\frac{1}{2}\) x 15' heavy duty Atlas Diesels direct reversing, and developing 320 h.p. each at 300 rpm's. Turn 62" Collidge propellers, and carry 11,000 gallons of fuel. Speed 12 knots at 300 r.p.m.

F.P. 35 was built by Chilman Shipyards. Grays Hbr.

F.P. 34 was built by Petrich at Tacoma

F.P. 30 was ex. Maj. Jos. R. Wessley (Unimak)
1. V.G. pics. and story of work Attu to Shemya
   (P.WB. June 1957 pp 18)
1. Stbd. bow at Seattle Port pier with many other boats. (Mag. cut)
1. Stbd., broad, speed, (Mag. cut)
2. Same as above (Page 49)
Advertised for sale Nov. 1946 PMB. by Fremont Boat Co.
For information, dimensions, etc. see reverse side of card for FP 38
Album 8.

Twin Atlas. USAT.

1. Stbd. broad, speed, East waterway, Seattle.
2. PICT. BOOK 32; pp 49
Built 1943 from plans submitted by H.C. Hanson.
114' over-all x 27' x 13' 4" Draft amidships 9' and draft aft 10'.
Has two 320 h.p. Atlas Imperial full Diesels of 6-cyl. turning 300 r.p.m. Speed 12 knots.
Two 20-25 h.p. Hercules diesels driving 10 k.w. 135 molt D.C. generators. Also 5 K.W. generator on main engine.
Single decker with built up bulwarks, long forefoot, and cruiser stern. Below deck she is divided into six compartments by transverse water-tight bulkheads. Chain locker, crews quarters for 8 men, freight hold for 120 tons, eng. room, after quarters for 10 men, and in the stern the lazeret.
Has 4 tanks with 8000 gallons fuel capacity.
1. Stbd. bow, speed. (Mag. cut)
2. Stbd. broad, speed, Seattle Hbr.
Twin Atlas type.

1. Port broad, speed, Seattle. VG. (Mag. cut)
1. Stbd. near broad, still in stream. (Mag. cut)
170' G.M. powered.
1. Port broad, frozen in in the Arctic 1895

(Book No. 34. page 32)
Nansen--Johansen Expedition (Norwegian)
Story of trip etc. in Book No.
1. Stbd. broad, at end of pier.  P.W.B. Jan.'53  p. 10

Capt. Lepalluto's yacht.
<table>
<thead>
<tr>
<th>FRANCIS ALICE</th>
<th>Schooner</th>
<th>Gold Rush</th>
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131 tons was lost in the Bering Sea Oct. 2, 1900--Siberian side. Capt Henry Carpenter and 7 crew picked up by the Str. "Aloha" and brought to Nome 10/20/1900
SEE MORE IN GOLD RUSH FILES.
FRANCIS CROSBY
Old Ketch. tug.
1920
Emp. 5/14/1920/6  Tug "Francis Crosby" arrived at Ketch. with 95 out of 200 piling that were lost from a barge being towed to Ketchikan from Seattle.
1. No pict.

Stezed hull 1/1 and found 15 decomposed bodies in the hull. Walter A. Barlow in tow. Reboarded the cae- of wrecked scho. Alaska (Sitka) 8/21/95 err. Arohnek July 28th with hull.
Built 1889 at S.F. Calif. Came to P. Sd. in 1890 to run opposite the "Buckeye" on Seattle-Richmond Beach run. In 1896 she went to S.E. Alaska as a cannery tender. In 1906 she passed to the Pacific Packing and Navigation Co. and was used as a halibut fisherman. Seized by a Canadian fisheries cruiser in 1908 and reverted to Canadian interest at Vancouver B.C. in 1910. Later became a tug and was lost in 1924 while towing a car ferry to Prince Rupert.

91 gross; 59 net; 80.5' x 20.5' x 7.6' 25 NHP 98 IHP

See card on KILLISNOO FOR AN ENEODEO.

Thomas, Commanding Arr. Strike on 21st. From the Westward.


of the schooner "Wellert A. Bartel" off Metmor Island.

In 1895 (Sept'z) she found the Grizzling Hill (c)espised (c)

($(paz1sdeo) 11nq ~U1~J1JP aq~ punoJ aqs (3'~das) 9681 UI
FRANCES E  
Cannery tender.

1. AT Ketchikan 1956 (PCA-10)
The new 75 ton, 100 h.p. (C-O) tender "Francis E" of the Alaska Pacific cannery at Tee Hbr. has arrived in Juneau. She is 74' long and Capt. August S.F. Erickson, who used to work on the Juneau ferry boats, is master on her for this season.
Built by Harlan & Hollingsworth 1914 at Wilmington, Del. for the J. R. Hanify Co. of S.F.

Was 10' longer than the "John A. Hooper" but otherwise very similar in hull and engines. Had oil tight bulkheads to carry either lumber or bulk oil, and in 1917 was bought by the Freeport Sulphur Trans. Co. of N.Y. and renamed the Freeport Sulphur No. 1. and was operated by them until sold to Italian owners in 1929.

2588 tons.
Steel Steam Schooners of the P.C.

1606 tons carrying 1500-N ft. of lumber was built at Newport News in 1903 for the Hammond Lmbr. Co. of S.F. Had triple-expansion engine of 1000 h.p. and was fitted with extensive passenger accommodations.

In 1912 she was acquired by the Hicks-Hauptman Trans Co. She foundered off the Ore. Coast Sept. 18, 1914, with a loss of 65 of the 67 on board.

D.A. Disp. 9/20/1914 says she sunk 60 miles south of the Col. River Bar—capsized during a storm. Had big deck-load of lumber. She was a steel st. sch. build 1903 at “Newport News, Va. 241’ long. Owned by the Chas. McCormick Co. of S.F. Capt. C. Morro, 57 pass. and crew all lost. Two survivors—Alex Farrell of Sacramento and Geo. Pullman of Winnipeg, Canada.

See Envelope in Lg. G.S.File under WOODEN STEAM SCHOONERS
More in Lg. G.S.File under SHIPWRECKS (Old)
FRANCIS PALMER

Old Bark
Sitka 1869

Departed Sitka 3/5/1868 for Michaelovski; Capt. E.E. Smith, commanding; 79.55 tons burthen.
1. Stbd. broad, speed. (Porthole)
1. Stbd. broad, nearly up-right, propellant showing but bow half gone.
2. Stbd. qtr. same as above bow half gone completely. See Album 18.
Wrecked—See page 39 in PMB. May 1937 compared with wreck of Lyman Stewart.

Emp. 3/17/1924/6 Tanker "Frank H. Buck" lost her rudder in a storm off the Northern Calif. coast. Tugs are out to her assistance.

Emp. 5/6/1924/6 Associated Oil tanker "Frank H. Buck" which grounded on rocks on Pt. Pinos May 3rd. is still on the rocks and goes dry at low tide.

Emp. 5/19/1924/6 "Frank H. Buck" pulled safely off Pinos Pt. today.

K. Chron. 3/7/1937 She collided in fog with the liner "President Coolidge" off the Golden Gate. The "P. C." ran into port O. K. and the "F. H. Buck" was abandoned but later her crew returned to her and she was towed in.
1113 tons was built 1917 at St. Helens, Ore. for the Brookings Commercial Co. S.F.
Carried 700-M ft.
Originally planned for twin screw Bolinder diesels but ended up with 600 h.p. triple ex. steam.
Sold to Cal & Ore. Lumber Co. in 1925 and in 1928 was bought by A.F. Mahony, S.F.
In the 30's she became the COTTONEVA of E.H. Stahlbaum S.F.
Wrecked in heavy fog at Port Orford, Ore. Feb. 10, '37
FRANKIE

Album 23: Sm. old tug.

1. At old Olympia, Wn. wharf with other old craft.
FRANK M WARREN

Col. River tug.

1. Info.

Book 40; pp. 49
1. No pics.
Salvaged by Capt. Moloney and his "Rescuer" in 1920 after she had heeled over off Port Townsend.

M.D. Sept. 9, 1950
FRED BAXTER
Pacific Coast Wooden Steam Schooners

Lyman.

1294 tons, built 1917 by Kruse & Banks, North Bend.
for J.H. Baxter & Co. S.F.
Had triple ex. eng. 850 h.p.
Carried 1250-M ft.
Was scrapped by Baxter Co. 1934
1. No picts.
Old Barkentine

1. No pics.
Built 1874 at Bath, Me. 1244 gross; 1149 net; 197.2' x 38.6' x 23.1'

D.A.Disp. 5/5/1909 Former lumber bark "Fresno" towed to Tyee by the tug "Prosper" Has 2500 tons frt. for the whaling station.
D.A.Disp. 4/15/1910 says she was towed to Tyee this year by the steam tug "Fearless"

D.A.Disp. 7/30/1913 Towed to Seattle in June by the tug "Goliath" with the abandonment of operations at Tyee by the Tyee Whaling Co.
1. No pics. (See story on reverse side.)
Superstitions are synonymous with the sea and 13 years have passed since the sinking of the "Iowa". Of course, we of the modern generation do not believe in superstitions any more, although facts cannot be denied when evidence is presented.

For instance, several years ago the British decided to quell the silly superstitions among British sailors. A seaman wouldn't sail on Friday and the number 13 was always a black shadow over a dawning day. British Naval authorities decided to construct a new windjammer for H.M. Navy. Construction began on the 13th, the ship was launched on the 13th of another month. Christened the HMS "Friday" as 13 Naval dignitaries looked on. Upon completion she was scheduled to sail on her maiden voyage on Friday the 13th.

British anti-superstition authorities had accomplished their purpose except for one little detail. The HMS "Friday" sailed over the horizon into oblivion and has never been seen nor heard of to this day.

Marine Digest Jan. 8, 1949
1. No pics.
Gas stern-wheeler with chain drive, built at Whitehorse. Operated on the Hootalinqua and Pelly Rivers and also spent a year on the Porcupine.
Stbd. bow at Army dock.
Stbd. bow at Army dock, closer.
Vessel assigned to the Seattle Port of Embarkation for use by the U. of Wash. and U. of Calif. in ROTC training. She had radar installed in Nov. 1948.
2. Stbd. near broad same place. "
3. Stbd. broad (same place) " "
4. Set of 6 pics. dry-docking and on Dry-dock. Juneau
148' long and powered with the 875 F.M. Diesel 148' x 33.8' x 17.2' 675 Gross tons.


Built by Martinolich Shipbuilding Co. S.F. in 1944
2. Good mag. cut, half breadth plan from P.M.B. 7/43
Built in 1943  148' x 33' x 17' (moulded depth)
Single screw 875 h.p. F.M. diesels and cruise at 12 knots.
Designed by H.C. Hanson of Seattle for the A.T.S.

Some were built at the Northwestern Shipbuilding Co.
Bellingham, Wn. Some at Anacortes and another bunch
was turned out at a yard in S.F. Bay.

Cary 250 tons and have bunker space for 13000 gallons
fuel oil. Have 60 h.p. F.M. auxiliary. (three of them.)
driving pumps etc. and one 10 k.w. gen and two 40 k.w.
generators.

Has two 10 h.p. electric cargo winches on double booms
that lift 3½ tons each. Anchor windlass is 25 h.p.
electric unit and she also has a single 3½ ton boom aft
served by an electric towing and cargo combination winch.

Forward compartments.

The "Texasita" rushing to her aid. Taking water in
bounced clear and ran to Lee or Desert Island.
Navy
Herbert Island in a storm.

12/11/47
1. Stbd. broad at Port of Emb. dock.
2. Port broad same place same time.

Jan. 2, 1954 M.D. pp. 2 has pict. and add 'For Sale'
U.S.C.&.G.S. Supply vessel M.V. "Onward" which is most likely identical to the F.S. 383. Ad says:
"This is an F.S.-class Army mine-planter. 179' x 32' x 9' 812 tons disp. full load; Built 1945; Been used as a light cargo vessel by the Coast Guard. Twin G.M. 6-278A diesels of 500 h.p. each at 750 r.p.m. and auxiliary diesels complete. Also other equipment including argo gear and winches complete except for electronics, gyro and lifeboats. Bids will be closed Feb. first, 1954.

$60 Gross: 262 Net. Twin 500 G.M.'s
1. Picts. and story in Dec. '52 PWB. Pages 12---
F.S. LOOP

Pacific Coast Wooden Steam Schooners  Lyman

794 tons, built at Marshfield, Ore. by Kruse & Banks 1907 for the management of the Loop Lmbr. Co.

Carried 830-M ft. and originally fitted with a triple expansion eng of 500 h.p.

Sold 1926 to Wm. Chatham, S.F. and after other changes of ownership was acquired in 1937 by Dr. W.J. Ross, the pet food canner of Long Beach, Calif. He scrapped the steam plant and replaced it with a Liberty motor. She was operated of the coast of lower Calif. turning sea lions into dog meat under a concession from the Mexican Gov't. She was laid up at Long Beach in 1938 and may still be there.

Sustained a badly crumpled bow in a collision with the CPR "Princess Alice" in fog off Port Townsend night of Nov. 16-17, 1923. "P.A." not badly hurt.
F.S. REDFIELD  No. 120704
Gas-schooner.

1. No picts.
Built 1887

469 gross;

Stranded Aug. 27, 1911 on Cape Prince of Wales, Alaska. There were 23 men on board and none lost.

INFO. BOOK 35; Page 42
Port bow, handled by "Andrew Foss."
Formerly the "City of Newport News". Rebuilt at Lake Union D.D.&.Mach Wks.  
507' long and was second largest vessel ever to pass through the Ballard Locks.
1. No pics.
FURY STRAITS

'54 unit of Straits
Towing Co. Van. B.C
Ex. "Rosario Straits"

Pict. and info. pp. 40; Book 42.
VG pict. (N.B. 21; pp 70)
F. W. MULKEY

Portland patrol boat

1. V.G. History of the vessel. (BOOK 44; pp 38.)
1. Half-bredth plan and info. Sept. '51 PMB page 31