1. Port near broad, slow in stream. (Mag. cut) VG
2. Port bow at dock. (Book 32; page 27)

M.D. 6/18/55 Transferred to Korean Govt. under Mutual Security Act of 1954. She is first vessel purchased by the Foreign Operations Admin. for transfer to Korea.

3. Info. (Book 43; pp. 31)

Maximum length of cargo that can be stowed in her No. 2 hold is 108'; and for the deck is 160'. Each trip she has taken in addition to 12 loci's and 12 tenders, 700 tons of general cargo and a deckload consisting of three barges 241' long---bow and stern sections intact and center section knocked down! Also engines etc.

Loci's are 48'6" x 10' x 15' and weigh 107 tons!
Tenders are 30' x 10' x 14' and weigh 30 tons each!
Barges: Bow weighs 36 tons; stern 36 tons and comprise only 91' of total length. 150' knocked down
Owned by the American Eastern Corp. of N.Y. and converted about a year ago (Oct. '48) to carry locomotives to Europe. Can carry 18 loci's. and 18 tenders.

Work of conversion done by Bethlehem Steel. Her two hatches now, were originally 3 hatches. No. 1. is 65'3" x 23' and No. 2 hatch is 91'6" x 23'. The tarp on No. 2 is the biggest canvas ever made; measuring 104' x 29.2'. No. 1. would have been largest, it is 72' x 29.2'.

Heavy lift gear on center stick was designed for 110 long tons and with an overload test of 137.5 tons and pivots to handle both hatches, swinging thru and arc of 225 degrees. Winches mounted 'tween decks under mast were furnished by Almon A. Johnson, Inc. and are basically 253 Johnson Series steam towing machines modified for electric drive. Each winch has drum capacity of 900' of 1½" wire rope and equipped with 50 h.p. motor. Control is full magnetic type, located on operators platform on main deck.

338' 8.4" (o.a.) 320' (b.p.) 30' beam; Depth 29' Draft loaded 19'8" Speed 12 knots 6930 displacement tons loaded. Powered with Model TSM-216m 2 cycle, 6 cyl. trunk piston Nordberg diesel 1700 b.h.p. at 180 r.p.m. 21½ bore x 29" stroke.
GAINSBOURGH
Old iron sailing ship
Later "Diamond Head"

1. Picts as the "Diamond Head"

For information see card on "Diamond Head"
1. VG porthole pict. (PHP--4)
Formerly "Levers Bend" (NOTE BOOK No. 1. pp 27)
Stbd. nearly broad, sitting up-right on level beach. Choppy seas beating up to her.
11/17/1906 Fairbanks Weekly Times says the Br. bark "Galena" had been beating off the Columbia River bar for 12 days and finally lost the battle with the seas and came ashore on Clatsop Spit to become a total loss. Capt. Howell and crew all saved.
GALILEE

Old U.S. Survey ship

1. No. pics. Aug. 1950
M.D. Jan. 21, 1950 in article on Gus Anderson, retired mariner. Says he shipped in her in 1909 and the vessel surveyed Midway Id, the South Seas and Alaska.
1. Two picts of her burning at Rock dump float in '31 when Daddy Lloyd had her. (First Album)
GAMBIER

Cannery tender

1. Stbd. bread, at float in Juneau boat harbor.
GAME COCK
Old Astoria-Alaska
Stern-wheel. 1898

1. No picts.
She and her sister str. the "Stag Hound" both identical ships 125' long and grossing about 100 tons were loaded with supplies on the Columbia River and left Astoria for Alaska under escort of the collier "Elihu Thompson" No sooner had they crossed out over the Columbia River Bar when they both began making water. Turned back and got into Astoria in a completely demoralized condition. All that kept them afloat was the extensive supply of cordwood stowed in the hull, for the trip North.
GARCIA  
Pacific Sealing Ships  
American schooner  

116.69 gross; 110.87 net; 94' x 25' x 7'  O.N. 85733.  
Built at S.F. in 1882 by Matthew Turner. Listed with the  
fleet in 1892 but her catch is not given. Lost at Cape  
Mears, Oregon Dec. 12, 1893.
GARDINER CITY

3-masted barkentine
later "Kitsap" (scho.)

1. Pict. as "GARDINER CITY" in 6½" x 11" file
Later (1918) changed into a 4-masted schooner and renamed "KITSAP". Sunk in collision with SS "Wailele" in Kauai Channel, Hawaii, Mar. 21, 1919, without loss of life.
6/27/1901 she was burned during previous night at the Chilkat cannery, presumably by Indians. Was a small, shallow draft str. and it was believed that she was not fast enough to work the Chilkat River.
2. Stbd. broad, close-up of same pict.
3. Good pict. and info. page. 13; P.W.B. Apr. '53
143' F.S.
Built at Bellingham in 1944 and documented at Ketchikan.
Aug. 29, 1946.
532 gross; 318 Net. 875 h.p. F.M.Diesel.
Additional information on back of card for F.S.245.
June 19, 1948 M.D. says owners have decided to put her up for sale.

June, 4, 1949 M.D. says she is being commissioned by the Berger Trans. Co. to go on the Seward-Aleutian-Western Alaska run formerly held by the "Dora" "Starr" and "Fern" MORE INFO. BOOK 36; Page 66
Union troubles Book 35; Page 26
More info. Book 37 Page 58
Pict. and some info. Book 42; pp. 9

3/30/1949 4 wines Aleutian Island mail contract.
5/27/1948 Being docked; will be sold; 523 ton ship of ex F.S.-245 arrive In Juneau today.
9/5/1946/3 Haina Berger, Capt. Thor Horstad
1. Stbd. broad, still, Seattle Hbr. (Magazine cut)
7/11/1903 as a unit of the P. Sd. Nav. Co. she was to come to Juneau and go on the Juneau-Sitka mail run according to Agent, Henry Shat'uck of the A.S.S. Co. (I do not believe however, that she ever came up on the run.)

Built 1890 at Port Townsend, Wn. 166 gross; 88 net; 97.2' x 18.7' x 7.1' 13 man crew; 160 h.p.
GARONNE

No. 86504

Some kind of old Gold Rush Steamer.

1. No pict. See photo in PHA 158

See article "The Beautiful Garonne of 1871," by Lloyd M. Stadium, in Sea Chief, June 1952, p. 131-139, Illinois
Old Juneau paper says she arrived in Seattle from Nome, Oct. 24, 1904.

Mentioned by Archie Shields in a publication written by him in 1950 and presented to the A.T. Museum.

9/14/98 paper says 'new and palatial steamer "Garonne" was due to arrive in Juneau on Sept. 15, 1898 and would continue on the route as long as business permitted. (Probably a Canadian str.)

Built 1871 at Port Glasgow, Scotland. 3945 gross; 2319 net 371' x 41.4' x 20.4' 98 crew; 4000 h.p.
GARY FOSS

ex A.J.M. Co. "Trojan"

1. VG pict. as "Gary Foss" (W.W. Album No. 13.)
Set of four newspaper cuts from N.Y. Times showing her sinking at sea.
1. Stbd. broad. speed. good. (Magazine cut)

Pioneer Lake Washington Steamboat built in 1898
453 tons; built at Aberdeen Wn. 1901 by John Lindstrom
Carried 500-M ft. lumber and had 400 h.p. compound engine from Fulton Iron Wks.
Among her early owners was Wilson Bros. of S.F.
In 1917 she passed to Fred D. Parr and in 1919 she went to Pacific Mill & Timber Co. and in 1922 to A.F. Mahony, all of S.F.
She was wrecked at the mouth of the Umpqua River May 16, 1924

Empire: 11/18/1920 The steam sch. "Lindauer" went ashore near Albion, Mendocino County, Calif. yesterday, and is a total loss. Her crew has been saved
Emp. 5/17/1924 "G.C.Lindauer" ran aground on the Umpqua River Bar 6/12/1924 yesterday, and her back is now broken. The "Adm. Nicholson" which went to her rescue is also stuck and may become a total loss too.
GEDNEY

Old steam sailing. Survey steamer

2. Port broad in Ketchikan Hbr. as trader
3. Picts. and V.G. info. (Burned) (Book 44; pp. 18-19)
Built 1875 at New York. 174.37 tons 140' x 23.8' x 6.9

Was the vessel to take the crew and passengers off the sinking Curacao June, 21, 1913 after the latter ship had backed off the rock which now bears her name.

MORE INFO. BOOK 36; Page 19

9/18/1906 she was a U.S. Survey str. working the West side of Chichagoff Island.

3/16/1889 ALASKAN (Sitka) says she, commanded by Capt. J.M. Helm is coming around the Horn from the Atlantic coast and will be used in Alaska waters.

D.A.Disp. 10/18/1911 Was at Juneau commanded by Capt. Dedrickson.

9/11/1913 She was charting Glacier Bay.
1. Port near broad, sails set; calm. (Porthole)
ALASKAN (Sitka) 7/18/’96 mentions str. "Gen. Canby" there at Kodiak.
1. Port, broad, still in Seattle Hbr.
GENERAL GRANT

Br. full-rigged ship
1866

1. Some info. about her disappearance Envelope 16
1. Stbd. bow. in river. (Book 33; p. 21.)
Departed Sitka 1/20/’69 for S.F.; Capt. Marquis Levi, commanding; 55.93 tons burthen.

Arr. Sitka 12/26/’69 from S.F. Capt. M. Leon

Changed registry from S.F. to Sitka 4/10/69;

At Sitka Sept. 1869 Capt. Marquis Levi. 82.55 tons.
GENERAL H. B. FREEMAN
Large ATS transport.

1. Stbd. broad, slow, Seattle Hbr.
2. Stbd. broad, tug pushing bow. (Mag. cut)
Named for Brig. Gen Henry Blanchard Freeman 1855. C-4 type vessel built by Kaiser Co. Inc. at Richmond, Calif. early in 1945 523' x 72' 13,000 tons
1. Stbd. broad, slow. (Mag. cut)
M.D. 7/28/56---Contracts for repairs to "Freeman" and tanker "Mission San Luis Obispo" were awarded this week. Todd Shipyard Corp. submitted low bid of $62,525. for repairs to "Gen. H.B. Freeman" ---to take two weeks.
P. Sd. B. & Dredge awarded contract to repair "Mission San Luis Obispo" for $24,386. to take five days.

The tanker rammed the troop transport. "Freeman" was inbound for Tacoma from Alaska with 545 Army enlisted men and 16 officers and 52 dependents. She had to dock at Seattle. No one injured. Both ships owned by MSTs. Collision spoiled a civic celebration, which city of Tacoma had planned for returning 71st Infantry Division transferring from Alaska to Fort Lewis.

Capt. Robert T. Fulton, Master of the "Freeman" said the transport was 'dead' in the water at time of collision. Capt. J.B. Porter of the tanker, refused to discuss the accident. Capt. Fulton said he picked up the tanker on his radar between 5 and 6 miles away. Says she was less than one qtr. mile away when he saw her thru' heavy fog. Many pass on the "Freeman" slept through the accident.
GENERAL H.M. BLACK
USAT Transport.
1958--

PICT. BOOK 33; pp 22
GENERAL HUBBARD
Pacific Coast Wooden Steam Schooners

412 tons; built at Philadelphia in 1907 for the Hammond Lumber Co. of S.F. although registered in N.Y. Measured 130' x 27.5' x 16 and was out of registry in 1911.

She had a sister ship called the "Gwalia" a New England collier.
GENERAL HUBBARD
Steel Steam Schooners of the Pacific Coast. Lyman

2183 tons, carrying 1600-M ft., launched from Craig yards at Long Beach, Dec. 3, 1910.
Powered with 1250 h.p. triple expansion steam.
Owned entire career by the Hammond Lmbr. Co. who registered her out of N.Y. In Aug. 1916 they sold her for $495,000 to Norwegian owners, and she was afloat in 1925 as the SAGATIND OF Drammen, Norway.
GENERAL JEFF C. DAVIS (USAT)
Yukon Wetass.

VG. Pict. (mag. cut) in Yukon River ice—pushed up on bank
See file card on JEFF C. DAVIS
GENERAL JOHN BIDDLE

New U.S.E.D. hopper dredge

1. Stbd. bow, still in stream. (Mag. cut) BOOK 33; p21
Recently arrived in Portland, Ore. Built at cost of four and a half million she replaces the dredges "Dan C Kingman" and "Col. P.S. Michie" which are to be laid up in Lake Wash. She is a turbo-electric dredge 351' long and 81' beam and is powered by two 3000 h.p. engines. Named for Maj. Gen. John Biddle, supt. of U.S. Military Academy from 1916 to 1917 M.D. 12/30/50
GENERAL JOHN POPE

U.S. Navy transport.

1. Pict. and info.       Book 41; pp. 31
1. No picts.

Built 1867 at S.F. Calif. for Fed. Government. (Q.M.D.)
100 gross and 70 net tons.
89.5' x 21' x 7.6'
General McPherson  (a) steamer  (b) schooner

In 1885 listed in Merchant Vessels of U.S. as belonging to Quartermaster Dept., USA, propeller, 104.23 tons, built or purchased Sept. 1, 1867, used on San Francisco Bay.

John Lyman says she was built at San Francisco, sold by the Army in 1887 to owners in San Diego who converted her to a schooner in 1895. She was owned in Seattle in 1900 and disappeared from the register shortly thereafter.

In 1899 she was at Kotzebue Sound, bound for Nome with a large number of miners aboard. She was seized by the Bear and her captain, J. B. Neilson, arrested for having taken the vessel out the previous fall without permission of the owners. Lt. Ballinger was put aboard and took the schooner to St. Michael and turned her over to the court there. She was principally owned by D. H. Smith, deputy U. S. Marshal at Nome. (Reports of Revenue Cutter Service)
1. Stbd. broad, speed
130' long and had been constructed at San Francisco 1904 as a U.S. Army fort tender. Sometime prior to 1933 she passed to Carey-Davis Tug & Barge Co. (P. Sd. T & B) then in Oct. 1933 was sold to the A.S.S. Co. Was to be rebuilt and equipped as a steam tug.

She has been operated in Seattle for many years in the service of the U.S. Qtr. Mr. Corps. As the first tug owned by the A.S.S. Co. the vessel will perform auxiliary duty on P. Sd. and in Alaska waters. (M.D. 10/10/53-20 yrs ago)
1. No pics of the "Bellingham" as the "Gen. Miles" as she was originally named.
GENERAL M. M. PATRICK

Large ATS vessel.

1. Stbd. near broad, slow. (Mag. cut)
2. Stbd. broad, speed, from the air (Porthole)
3. Stbd. bow, slow. (Mag. cut.)
4. 
Originally designed as a freighter by the American Hawaiian Lines during the recent war, plans were turned over to the Kaiser Co. Inc and she was launched at Richmond, Calif. June 21, 1944 (C-4 type)
523' x 72' and 13,000 tons.
1. No picts.
ALASKAN (Sitka) 5/8/’97 says fears felt for her safety. She left S.F. Mar. 13th in stormy weather for Wood Id. (Kodiak) and was not reported. The Sch. "Kodiak" which left 3 days later, followed virtually the same course she should have taken and did not sight her. She was owned by the North American Commercial Co.

NOTE: This vessel and the sch. "Gen. Signal" may be one and the same---one or the other being mis-spelled.

ALASKAN (Sitka) 5/22/’97 says she was sighted on the beach with her bulwarks stove in, masts gone, boats gone and a body lashed to the davits, by the sealing sch. "Willard Ainsworth" which arrived at Sitka today. Her position was about 110 miles North of the Queen Charlotte Ids or about at Capt Lynch on Pr. of Wales Id. Owing to the heavy sea running they could not board her. The "Corwin" left Sitka and returned 6/12/’97 towing the derelict hull. All lost.
1. No pict.

NOTE: There was a "General Siglin" owned by North American Comm. Co. ---a schooner too---that left S.F. Mar. 13 1897 for Wood Id. (Kodiak) and according to ALASKAN (Sitka) 5/8/‘97 had not reached there. The sch. "Kodiak" left S.F. three days later, encountered storms all the way up, followed in her same path or path she would normally have taken, yet saw no sign of her.

Check to see if these are one and the same vessel.
1. Broad, sunk, and burning. (Mag. cut)
2. Std. broad, slow, crowd on decks. Taken in 1891
3. After view, sunk after fire. Taken in June, 23, 1904
4. V.G. account of fire. STEAMBOAT BILL Mar. 1955
Capt. Gets 10 years in jail. (NOTE BOOK 27; pp 113)
Info. only (Book 43; pp. 27)
1. Port, broad, slow, near Magnolia Bluff as Libby ship. 
2. Port broad, tug assisting. (Mag. cut)
M.D. 4/21/1956 (20 yrs. ago) Capt. Michael M. Jensen will command her for Libby's this season.
1. Stern view from above; in Portland Hbr. slow. (Mag.cut)
522' long.
Underwent conversion and repair to the tune of $1,435,000.
at Willamette Iron and Steel Co. plant in fall of 1951
M.D. Oct. 27, '51
<table>
<thead>
<tr>
<th>No. 206676</th>
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<tbody>
<tr>
<td>Old Juneau-Douglas Ferry str.</td>
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SEE INFO. ON CARD ON JUNEAU FERRIES.
Built 1909 at Douglas. 15 gross; 10 net; 47.6' x 12.5' x 4.7'. Powered with a 40 h.p.---
1. Port bow, close, good pict. (Mag. cut) Page 35
2. Pushing 492' D.D. up River. (Mag. cut) (Book 33; p. 30)
3. May be same pict. as No. 1 above.
5. VG pict. in ice. (PWB Mar. 1957; pp 15)
6. VG. towing on Col. (PCA-10)
Western Trans. Co's. new 3600 h.p. river tug—sister ship to the "Peter W". She was built from the hull of an LSM 143' long. Work of conversion done by Albina Eng. & Mach. Wks. Was to be named "Repeat" being sister to "Peter W" but changed and named for long-time employee of the Co. who retired from work last Aug. after 42 years of service as a shipwright.

M.D. 10/14/50
1. Picture of her in PACIFIC FISHERMAN (annual) Jan. '22
2. Good pict., ice-bound in Bristol Bay in 1918 (See page 8---Alaska Sportsman April 1952)
3. Stbd. broad. pp 12 Dec. 1953 Alaska Sportsman. also story and pict. of Bristol Bay area, deck scene etc.
She was in Bristol Bay for the Libby McNeill & Libby cannery interests in 1918 (May)
1. Deck view looking aft; at launching in 1903. (Mag. cut)
1. Stbd. broad, at old dock. Longboats a/s
2. Stbd. broad, backing away. (Magazine cut)
3. Stbd. broad at old Seattle pier. (Lewis & Dryden)
Built 1879 at Seattle, Wn. 472 gross 366 net; 372 h.p.
148.2' x 28' x 8.7'
Emp. 1/31/1925/6 "George Jr." is a week overdue from her Petersburg mail run. No fears felt. She is a staunch craft and in good command. Left Petersburg last Friday, Jan 24th for Kake.

Emp. 2/2/1925/2 "Ida II", Capt. John Pademeister leaves to search every bay for the "Geo. Jr." Postmaster Chas. Carter says she left Petersburg at 15:00 on Jan. 23, for Juneau via Kake.

Emp. 2/3/1925/8 "George Jr." last seen in Taku Hbr. Jan. 25th (Sun) Capt. Nick Bystrom, Mate Ed. R. Lee, an unnamed cook-deckhand and one passenger, R.R. Brown of Juneau, and an engineer with the A.E.L. & P. Co. The "Portlock", Capt. Magnus Hanson has left to search further. Brown was returning from Petersburg where he had inspected the new light plant there.

Bureau of Fisheries boat "Murre" says the "Geo. Jr." was heavily iced when she left Cape Fanshaw on the 23rd. The watchman at Taku cannery says Capt Bystrom was just planning to go out to 'take a look' at the Taku and if it was too rough was coming back to the cannery.

Emp. 2/6/1925 Bodies of three of the men on the "Geo. Jr." found caked in ice about 1 mile North of Station Pt. down South Island way on Admiralty Island. Bodies of Bystrom, Ed. Lee and John Loseth. All brought to town on the vessel "Sun Wing", Capt. Harry Larson at 18:10 last night. The bodies of Bystrom and Lee were found by Paul Jensen and Tony Hildre of the "Sun Wing". The body of Loseth found by Ranger Mackechnie of the "Ranger LV". Pete Hildre of the "Margaret T" also searching the area picked up a life boat from the ill-fated vessel on the S.E. shore of Grand Island. (full acct. and theories etc.)

Emp. 2/7/1925 Body believed to be Ed Lee, is identified as R.R. Brown. Lee's body not found. Geo. Ramshead left on the "Ranier" to look further.

Emp. 2/7/1925/6 "Gypsy", Capt. Carl Swanson returns from Speel River area—no trace, etc. He is a member of the J.F.Dept. and had been sent out by them. Says W.P.Lass
was injured while skiing.
Emp. 2/9/1925/8 Body of Lee still not found. Brown family left on str. B.C. (Vancouver) to bury Brown.
Emp. 2/11/1925/8 Moose and Firemen escort body of Brown to the dock. (Brown, not Swanson, was a member of the J.F.D.)
Emp. 1/31/1927/8 Name plate of "George Jr." found drifting in Fredrick Sound by Abe Hansen and the "Daring" in excellent condition....
Port, qtr. port list near bell buoy; decks awash. Taken when she wrecked on Coos Bay bar June 1944
1. No picts.
Capsized in storm while running light from Bamerton, B.C. to Victoria. 17 year old deckhand, G. Anderson was only survivor. A. Matthews (cook) and Wm. Hunter (Mate) went down in her. Others made it to overturned life-boat. A. Johansen (Chief) and Harvey Reader (deck) were in bed and were nearly naked in water. Capt. John Mason held Chief until he could no longer do so and Chief went down. Then Mason dropped off, soon the other seaman went and finally the second Eng. Leo Dobinson also went. The mid hung on until his cries were heard from the beach and the overturned lifeboat drifted in close enough to shore to allow him to make it. M.D. 12/10/49
1. Stbd. nearly broad, speed as U.S.A.T. ST 242
2. Port, bow, in collision with "James Craig" on Siletz Bar.  
3. Being re-engined at Port dry-dock, Seattle. (Mag. cut
Built 1900 at Portland, Ore for the Columbia Tug Boat Co. as the Geo. R. Vosberg" Had 360 h.p. steam then a 280 F.M. and in 1943 the A.T.S. spent plenty on her and put the 450 Enterprise from the old "Boxer" into her. 95 gross; 48 net; 75.5' x 20' x 8.7'
1. No picts.
Departed Sitka 7/19/’68 for Astoria via Nanaimo, B.C. Capt. Henry Langdon, Commanding.

Capt. Henry Langdon, she arrived Sitka from Portland on 3/10/69 214.94 tons.
GEORGE T

(Diesel tug)
See "Defiance"

1. Stbd. bow. slow in Lake near Lighthouse dock. VG
2. Stbd. nearly broad, ashore near oil barge. Picture in Album 16.

Later "Defiance"
She was in Skagway 7/21/ 1902 as a steam cannery tender.
1. Port broad, slow near shore, tow-line out.  


3. V.G. old pict. P.W.B. pp. 23. May, 1955...
117 gross 41 net; 93'3" x 20' x 9.9'
1. Stbd. qtr. at dock in Sitka.

2. Some V.G. history on her—-Album 48; pp. 11.
Built 1874. 1709 tons, gross; 1224 net; at Chester, Pa.
Wrecked Jan. 21, 1905 at Rueben, Ore. Crew of 73.
250' x 38.5' x 21' Steel hull.

Mentioned in Book 36 Page 6

ALASKAN (Sitka) 6/10/’89 Operated by the P.C.S.S. Co. she arrived at Sitka with 90 pass. Capt. J.C. Hunter.
ALASKAN (Sitka) 7/10/’89 Arr. Sitka; Capt. James C. Hunter, and Chief Eng. Anthony Dorrity and had 100 pass.
ALASKAN (Sitka) 9/6/’90 says she hit a ice berg, 8/28/’90 in Icy Strait, near Bartlett Bay and was holed. Made it into Bartlett Bay with 15' water in hold and was beached for two days before hole plugged so she could proceed.

J. C. Hunter is on the "Idaho" now.

J. M. H. 9/20/1888 She has been taken off the Alaska run.

ALASKAN (Sitka) 1/29/1898 Arr. Sitka: Capt. G. J. Hunkele
J. W. Patterson was to transfer over to the new strut.
ALASKAN (Sitka) 9/20/1901 Sews her charter expired and the Mexican was to replace her on the Sitka Run. Capt.
2009 tons built at Newport News in 1907 for the Hammond Lmbr. Co. Dimensions 277' x 43' x 17.3 and carried 2250-M ft. of lumber or 3500 tons deadweight.

Had triple-expansion engine of 1350 H.P. made by the builders.

In Nov. 1916, she was sold for $550,000 to Norwegian owners who renamed her the "Thorbjorg"
GEO. W PRIDE, JR.  
Old S.F. Bay tug.  
Later "Vigilant"

1. See card and pict. on "Vigilant"
GEORGE W. SHAVER
Col River wet-ass
"Shaver"

See card on "SHAVER"
GEORGE W. WELLS
6-Masted schooner

1. Stbd. broad, sails; at sea. Page 38 SHIPS & SAILING
FOR Jan. 1951
In 1904 she collided with another six-master off Cape Cod. She escaped with light damage but was finally lost in a whole gale off Ocracoke, N.C. in 1913. All hands and passengers were saved. P. 36, S.&S. Jan. '51

See additional data. Page 64 July 1951 Ships & Sailing.)
1. Stbd. broad, from air. Burning at sea. (Mag. cut.)
2. Same pict. See Book #34 page 31
See DAILY JOURNAL Nov. 7, 1951

The C.G. "North Wind" was towing her but turned her over to the tug "Barbara Foss" and escorted them until the vessel 'disappeared from the radar screens' of both vessels.

More info on fire; Book 37; page 51
Group of four different in P.C. Album No. 5.
Two port broad, initial Juneau arrival.
Port broad, (mag. cut)

Tiller for April 1948:
Another very well known coastal liner, the Old Dominion Line (ESSCo) steamer "G.W." has been purchased by the A.T. Co., from out of the Hudson River dead fleet. She is scheduled to be ready for her new service about May 1. Maritime Comm sold her for $180,000 and refitting will cost about $350,000 additional. Eastern S.S.Lines please note.

Stbd. broad, still. (Porthole)
Port broad, Seattle skyline. Slow. V.G

PICT. BOOK 32; pp 59
M.D. 4/16/49 says sale approved by Maritime Comm. 5195 tons. French agents looking her over this week.

5184 tons; built at Newport News, Va. in 1924 by the Newport News Shipbuilding and Drydock Co.

Registered length is 375.5' and her overall length is 390'. Breadth of 54' and depth of 17.2'.

Her steam engine develops 4750 h.p.

Formerly owned by the Eastern S.S.Lines of N.Y. and later became a N.Y.-Bermuda cruise ship under the flag of the Alcoa S.S.Co.

Conversion job at P.Sd. Bridge and Dredge Co. yards cost $250,000.

She started on her initial trip to Alaska at 15:00 May 31 from Pier 58, Seattle.

Besides reefer space she has berths for 270 passengers.

Capt. Larry Parks, who brought her from the East Coast was in her and will continue to command her.

Net tonnage is 3167 and carries crew of 90 men.

4/15/1949 Vessel was sold to French interests and will be renamed the "Gascogne" Run between Bordeaux and Casa-blanc... 5195 tons, etc.
10/30/1906 she went to Seattle for an overhaul and the Juneau str. "Rustler" was to take her place on the Sitka and Skagway mail runs. Advertised in Juneau papers by the Juneau S.S.Co.

5/6/1907 She was to go on her summer schedule---2 trips to Skagway and 1 to Sitka each week.

3/25/1907 she was anchored behind Shelter Island in a storm---did not make the Skagway run this trip.

D.A.Disp. 4/18/1910 says Capt. Ed. Thornton was to take her to Seattle for repairs and overhaul. The "Pacific" and "Rustler" were to take her runs.

D.A.Disp. 3/1/1911 Arr. from Sitka today. Was aground at Sitka for awhile but refloated without damage.
D.A. Disp. 10/5/1911 Plans were under consideration in Seattle by the A.S.S. Co. to lengthen the Str. "Georgia" 35' A.S.S. Co. controls the Juneau S.S. Co. The " " is at present in Seattle for annual overhaul and the str. "Ella Rohlfis" is handling the Sitka Mail run.

D.A. Disp. 2/2/1912 Completes 901st trip today for a total of 625,000 miles. She was built at Tacoma in 1902 and originally was to have gone on the Nome-St Michael mail pass. & frt. run. Was on the run for two years, then the Juneau Trans. Co. bought her for the Sitka run, in 1904 255 gross, 17s net, 110.2' x 22' x 9.2' Capt. Ed Thornton, Mate Chas. Carlson, Chief eng. Frank Joslin, and Fred Cliff, purser.---at this time. (1912)

D.A. Disp. "Georgia" gets away today---has been delayed by big 'Taku' storm for the past two days.

D.A. Disp. 5/20/1915 pp.2; "Georgia" may be replaced this summer by a new steel str. 175' long, 12 knots, 330 tons frt. and 70 pass. says William Nowell.

D.A. Disp. 10/19/1915 pp.5; The "Georgia" is to be replaced the latter part of this month by the larger and faster "City of Angeles"---she may not come back on the run at all. Rumored that A.S.S. Co. has absorbed the interest of P.C.S.S. Co. and has acquired "City of Angeles".
Small Pass and Mail.
Later tug "Georgia"

1. Port broad, still, in stream Seattle. As she was on the Juneau, Sitka, mail run. Crowd on deck.
2. Stbd. broad at pier in Seattle as Canadian tug.
3. Port broad, icebergs; leaving Skagway—-as passenger.
4. Port as Mailboat: Stbd. as tug. (Mag. cuts)
5. V.G. 8 x 10 with pass. from wrecked "Princess May" coming into Juneau (Book 48; pp. 17)

Dispatch Apr. 12, 1910 says she hit rock near Quatsean reef in heavy tide. Demaged. Alced by the Stkr "Sentas Gruze" will go south for repairs.

Built by Ed. Heath for Capt. A.W. Horne to be used as a Wrecking Steamer. Sold to Capt. J.O. Brownteld and converted to a tug. Passed to Capt. J. O. Brownteld and converted to a tug. Passed to Capt. J. O. Brownteld and converted to a tug. Passed to Capt. J. O. Brownteld and converted to a tug.

In 1904 she was on the Juneau-Sitka Mail Run. 1927 Sold to B.B. of Van. B.C. In 1920 for use as a Wrecking Steamer. Built by Ed. Heath for Capt. A.W. Horne to be used as a Wrecking Steamer.
Built 1902 at Tacoma, Wn. 255 gross 173 net 201 h.p. 110.2' x 22' x 9.2' as passenger steamer. Later rebuilt as a tug 201 h.p. steam by Ed Heath for A.W. Horne. Used around the Sound to 1904 at which time she went to Juneau, Alaska and started on the Juneau-Sitka Mail run on Feb. 2, 1904. Used on Nome-St Michael run for two yrs. then came to Juneau on the Sitka run.

On Feb. 2, 1912 she had made her 901st round trip to Sitka completing 8 yrs. on the run and covering 625,000 miles or about 25 times around the world. Capt. Ed Thornton, Mate, Chas. Carlson, Chief Eng. Frank Joslin, and Purser Fred Cliff. Was owned by the Juneau Trans. Co. which started as a struggling concern, when they acquired her. Converted to a tug about 1930 and was used during the "Islander" salvage operations in command of Capt. Rose. Passed to the Canadian interests about 1934 and was pressed into service by U.S.A.T.S. in 1941. Returned to her owners Rolfe-Connoly Co. of S. F. and was nearly lost at Coos Bay when she began to founder in a storm in Nov. 1943. Last reports had her still on the beach in Coos Bay.

In 1924 sold to Capt. Bisset in 1920 then to J.S. Brownfield.
D.A.Disp. 11/3/1915 pp.4; She had her rudder damaged and was in Bridget Cove. The launch "Alice" went out to tow her to town. Two days over day from a trip to Haines and Skagway. The "St.Nicholas" Capt. J.V.Davis made her Sitka run.

D.A.Disp. 1/23/1916 "Georgia" overdue at Sitka---severe storm in Lynn Canal

D.A.Disp. 1/25/1916 "Georgia" returns to Juneau, unable to get around Pt.Retreat---has been anchored for 3 days in Auk Bay.

See Mate Steve York's 'flying saucer' on card on same.

D.A.Disp. 3/10/1916 pp.5; "Georgia" stormbound in Funtre Bay from Mon night (12th) until the 16th; N.W. gale.

D.A.Disp. 3/26/1916 pp.8; "Prince of Wales" takes run for "Georgia" while latter is undergoing overhaul.

D.A.Disp. 5/10/1916 pp.2 Str. "Georgia" may be up for sale

D.A.Disp. 11/30/1904 pp.3; Crew troubles on the "Georgia" 3 firemen strike; arrested and can tell Judge Winn their troubles. (J.Boyd, Gus Hanson, and G.W.Gustafson.)
D.A.Disp. 11/27/1905 Safe at Sitka——Ran into the worst gale in her entire history.....

D.A.Disp. 5/27/1917 pp.6; Says that Capt. Tommy Moore of the Str. "Redwood" of P.A.F. which ram ed into the Std. Oil dock at Ketch. today, used to be skipper on the old Juneau mail str. "Georgia" which is now in the 'boneyard in Seattle.

D.A.Disp. 5/30/1917 pp.4 The "Georgia" may be put back on the Juneau-Sitka mail run. Capt. Harry Crosby who re-cently bought her, has equipped her as a unit of his Washington Salvage Co. and is to use her to raise the sunken str. "Northland" at Kake. He may make a 'deal' with the Juneau Merchants.....

D.A.Disp. 12/1/1917 Tugs "Georgia" and "Warrior" pulled the Spokane off Idol Pt. and towed her in to BellaBella.

See card on Juneau S.S.Co.
Port, broad, speed, in foggy weather.
Emp. 6/6/1924/6 Explosion on the sm. str. "Georgia" on the Bremerton--Port Orchard run, killed one man and wrecked the boat.
1. No pics.
1. Port near broad, still; on Coeur d'Alene Lake
GEORGINA ROLPH
Wooden Frtrs. of World War I. Lyman.

2554 tons; launched in 1918 the same days as the "Bering". Also owned by the Rolph Nav. & Coal Co. and ended her days in the mud of Oakland Creek where she was scrapped about 1930. 245.3' x 45.5' x 28.3' and had a single 600 h.p. triple expansion steam engine.
GERMANIA
(Whaler-tug.)

1. Std. broad, still in stream as steam tug.  G
5/4/1889 ALASKAN (Sitka) says she was commanded by Capt. J.H. Killoran, was in Sitka today and is owned by and down from the cannery of the Central Alaska Canning Co. located about 20 miles from the mouth of the Copper River.

J.C.M.R. 10/3/1889 says the st. sch. "Gertie Storey", owned by the Central Alaska Canning & Milling Co. was at Bartlet Bay.
Built 1889 at S.F., Calif.  73 gross; 36 net;  68 l.h.p.
steam eng.  76.5' x 20' x 8'
GERTRUD BAKKE
Norwegian Motorship

1. Info. only

Book 41; pp. 41
1. No pics.
Ran from Fairbanks to Innoko in 1909 in charge of a
capt. Apoleby.
GERTRUDE

Old Canadian River Str.
From Lewis & Dryden.

1. Stbd. broad near houses on beach. (620 neg.)
1. Stbd. bow at City float.  (First Album)
Built 1905 at Seattle. Gross 14; Net 9
47.5' x 12.2' x 3.7' 35 h.p. Corliss gas in 1928
Registered as owned by Doc. E.H. Kaser in 1928 and
by A.R. Maeser in 1925
1. Picts. in SHIPS & SAILING Apr. '52 Pages 27 to 31.
Good accompanying story with picts. Apr. '52. S.&S.
More info and story in Oct. S&S pages 22 to 26
More info. page 62; July 1952; S.&S.
1. Stbd. bow, speed. (Magazine cut)
2. Port broad, speed. " " "
3. Stbd. broad, speed. (mag. cut)
4. Bow view in Lake Union. (PCA-10)
Built 1927 at Gig Hbr. Wn. for Sebastian Stuart Fish Co.
59 Gross; 40 Net: 65.9' x 17' x 8' 120 h.p. F.M. Diesel

She was rebuilt with a two-story house about 1946 and repowered with a Superior Diesel. Ralph (Sonny) Lane Art. Peterson and Harvey Davis were in her that year.
1. Port, nearly broad, wrecked near high bluff.
2. Stbd. " " " " " " " "
   Built the "James H. Higgins" in Aberdeen, Wash. 1903
1. Good port near broad, air view; (Porthole)
Info. on Nor. M.S. Book 42; pp. 21.
1. (No pict. 5/6/49)
2. Very good pict.s. and complete history in Jan. 1952
   AMERICAN NEPTUNE
3. Two pict.s. of her in Golden Gate Park.
4. VG article on her (S&S Summer '57 pp 46)
M.D. Apr. 2, '49 says she will be restored through money ($25,000) appropriated through the Gjoa Foundation headed by Erik Krag, partner of the Interocean S.S. Co. The Norwegian population of S.F. has been sparked into doing something about the decaying 76 year old vessel, which has served as a tribute to the Norwegian explorer since it was hauled ashore in 1909 in the confines of Golden Gate Park.

In recent years the old vessel has all but fallen to pieces and would have had not the Norske acted.

She will be remembered as the first vessel to traverse the fabled Northwest Passage across the ice flows in 1906. She was in charge of Roald Amundsen, colorful explorer of his day.
GLACIER QUEEN

Alaska Cruise Lines

Ex. "Coquitlam"

Lg. G.S. File under UNION STEAMSHIP CO.
GLEANER  
Yukon River steamer

1. No pict.
2. Good near broad at dock at Taku Bar, B.C. (Skagway album)
3. VG. mag. cut in Five Finger Rapids. (Lg. G.S. File under YUKON RIVER STEAMERS (The above is a pict. of the WHITE HORSE in the rapids.) The pict. I have of GLEANER is a/s the bank. VG.)
Built 1899 on Lake Bennett 241 tons; Was on the ways at Carcross in 1944.

8/22/1906 she left Caribou for Atlin with dynamite.

Owned by White Pass & Yukon Co. 6/1/1901
4/18/1901 to be run by Capt. T. Richards.
1. Stbd. bow at city float Juneau. (First Album)
Built 1919 at Tacoma, Wn. Gross 35; Net 23
54.4' x 14.1' x 6.8' Had 55 h.p. gas in 1928 and was
owned at that time by M.B. Dahl who had the Hood Bay
cannery.
1. No pics.
Built 1898 at Portland, Ore. Lost on the way to Alaska
1. Port, broad a/s ship Pier 114 before transformation.

2. Port, broad in Seattle Hbr. speed. as ST. 216 VG
   With other ships, anchored, Bristol Bay.

3. Port bow in Port D.D. Seattle, (Mag. cut)

Built in 1908 as the wood-burning steam tug and whaling vessel "Gleaner" and in recent years was one of the few American killer boats in the Pacific Coast whaling industry.

Taken over in the fall of 1943 by A.T.S. and rebuilt from the combings up by Olson and Winge, Seattle, as the steam tug "S.T. 216." 

Built 1908 at Bandon, Ore. 97.4' x 22.8' x 10.3' 
143 gross tons 71 Net tons (?) 400 h.p.

Listed as being owned in 1925 by the Rolph Navigation & Coal Co. of 200 Calif. St. San Francisco.
1. No picts.
Built 1907 at Stanwood, Wn. 477 gross; 279 net; 140' x 30' x 6.7' Pass. 14 crew;
Wrecked Sept. 30, 1906 in storm on Unimak Id. Seven men saved, a 14 year old boy was lost—beaten to death by seas—he had been lashed to the rigging—when she went ashore the crew was powerless to save him.
1. Stbd. broad at No. 2 float in Juneau boat harbor.
2. Stbd. broad, speed, Juneau Hbr. May, 1950
GLENDOLA
Steel Steam Schooners of the Pacific Coast  Lyman

2740 tons, completed in 1919 at the Albina yards, Portland, for the U.S. Shipping Board.
Sold in 1921 to the Glendola S.S. Co. of N.Y.
Re-sold in 1930 to Norwegian owners, becoming the SVEIGEN of Porsgrunn.

3800 deadweight tons:  289 x 44 x 19
1400 h.p. triple-ex. steam by Elliot Corp. Baltimore.
GLENDYOLE
Steel Steam Schooners of the Pacific Coast Lyman

2740 tons, completed in 1919 for U.S. Shipping Board at Albina yards, Portland.
Sister to Glendola and engined by builders.
1921 sold to Glendoyle S.S. Co. of N.Y. and returned 1929 to west coast under ownership of Hammond Lmbr. Co. who renamed her EUREKA
April 1940 transferred to the Transpacific S.S. Co. under Panamanian registry.
GLENORA

Old Wet-ass on the Stikine---1898

1. No picts.
She and the old "Skagit Chief" worked the Stikine in the late 1890's. Both were sold at Sheriff's Sale on Chief Shakes Id. (Wrangell) Oct. 6, 1898. This one went for $3975. to Mr. S. Barber of Wrangell. By Dunsmuir & Sons.

Built 1898 at Tacoma. 542 tons; Burned at Dawson in 1902 (Lewis & Dryden list a vessel of this name built at Victoria, B.C. by an Alexander Watson, Sr. for the Stikine River gold rush around 1874---this vessel later returned to the Frazer (1876)

See interesting anecdote on back of card on "Condor"
This may be the same "Glenora" but I think not---see Lewis and Dryden)

NOTE: Mr S. Barber was purser on the "Mono" when he bid her in from Marshalls Sale.
1. Port broad, speed. Seattle Hbr. (Mag. cut)
Previously powered with a 100 h.p. F.M. diesel she was repowered in spring of 1951 with a new Buda 8 DCMR 2505 diesel which develops 240 h.p. at 900 r.p.m. Drives a 52" prop. on a 2 to 1 reduction. Cruises at 10 ½ M.D. 5/19/1951

On her trials John Bourne was skipper, but when she went North Capt John Wickstrom was Master and Rudy Schleterman Engineer. Will be operated by P.A.F. at King Cove Alaska —— cannery Supt. was Carl Anderson.
1. No pict.
V.G. article and info. pp. 9; 1944 (BOOK 44; pp 9)
1. No pics.
Some kind of river craft---listed by MacBride in 1944 as having been on the River in 1898
Glorieta
Steel Steam Schooners of the Pacific Coast

Built 1919 at Albina yards, Portland, 2740 tons: for U.S. Shipping Board. Sister to Glendola in every respect.

Sold 1920 to Munson S.S. Co. N.Y. and renamed the Munisla.

Sold by them in 1937 to Nicaraguan owners.
GLORY OF THE SEAS 85065
Three-masted sailing Ship

1. Stbd. bow, sitting nearly up-right on flat beach. Calm; as she appeared converted to barge.
2. Port broad, tugs assisting; as barge.
3. Stbd. bow at dock. good. (Magazine cut)
4. Launching hull. Apr. '52 S.&.Sailing. Page 37
5. V.G. pict. as floating cannery. (Book 48; pp 42)
6. Two as floating cannery in Hawk Inlet (PCA--7)

The Sea in Idaho this season.

D. A. DSP. 6/17/1913 pp-2 Some recent history about her.
D. A. DSP. 4/14/1913 Capt. J. Baragwanath of Glacier Fish.
D. A. DSP. 9/26/1911 she and ketch. dock damaged by North Western.
Built 1869 East Boston, Mass. 2737 gross; 2247 net. Had some trouble on May, 14, 1912 while being towed to sea by tug "Tatoosh from Ketchikan. Ran into storm in lower Sumner Straits and lost two men and two small schoos. Made it to sea O.K. however.

Last of the famous clippers built by Donald McKay later reduced to a lowly barge and she was burned for the copper in her.

HISTORY IN BOOK 35; Page 21

7/3/92 She unloaded coal at Dutch Hbr. and Unalaska; from Nanaimo, B.C. and was to return South for another load.

D.I.A?Disp. 6/5/1911 says she has been purchased by H.C. Strong of Ketchikan, owner of Str. "Northland" and will become the first floating cannery in Alaska.

D.A.Disp. 6/27/1911 says she was anchored at Hawk Inlet and has crew of 50 on board—-to can salmon this season.

D.A.Disp. 8/12/1911 Floating cannery "G of S" being towed from Hawk Inlet to Ketchikan by Str. "Northland" parted her tow-line in Stikine Strait Mon. evening, Aug. 7th, and was nearly on rocks, before picked up.
D.A.Disp. 7/27/1915 pp.4; Shewas anchored in Idaho Inlet and was buying halibut at 3¢ per lb. and freezing them. At this time she was a floating cold storage plant. F.G.Dewars, Manager for the Glacier Fish Co.

D.A.Disp. 10/3/1915 Towed to Seattle by the steam tug "Tyee" with a fine load of frozen salmon and halibut. Operated as a floating Cold Storage Plant by the Glacier Fish Co. of Alaska and had been anchored in Idaho Inlet this season.

D.A.Disp. 5/21/1916 pp.3 The Glacier Fish Co. floating plant, is being towed to Scow Bay from Seattle by the steam tug "Tyee" and will be permanently stationed there.

D.A.Disp. 7/25/1917 pp. 6; Glacier Fish Co. "Glory of the Seas" will be brought to Juneau and moored at the newly purchased Mann-James property.

D.A.Disp. 10/9/1917 To be taken over by Government on 15th of Oct. being over the 2500 tons required---she is 2727
D.A. Disp. 10/28/1917 pp. 6; Exempted from service as she was not rigged...

Emp. 2/17; 1922/6 Being scrapped at Tacoma for her metal being scrapped at Tacoma for her metal
Built 1869 at Donald McKay yds in Boston, Mass.

Emp. 5/14/1923/6 "Glory of the Seas" to be burned for scrap on the beach at South Seattle. Built 1869

INFORMATION WANTED ON HER (pp 60 and 139 NOTE BOOK No. 27)
V.G. PICTURES (Plates XV and XVI) AMERICAN NEPTUNE Apr. '59

See PICTS. & INFO. (Lg. G.S. File (lowest drawer) under her own name.
For VG Picts. before and after, etc. see NAVAL INSTITUTES PROCEEDINGS Oct. 1963 page. 102.
GLYMONT
Steel Steam Schooners of the Pacific Coast

2722 tons, built 1919 at Albina yards, Portland for U.S. Shipping Board.

Sold in 1924 to Chas Nelson Co.

Again in 1937 to Hammond Lbr. Co. and renamed ARCATA. Still owned by them in 1940

Sister in every respect to GLENDOLA.
2722 tons, built 1919 at Albina yards, Portland, for the U.S. Shipping Board.
1920 to Glyndon S.S. Co. of N.Y. and went out of registry in 1924.
Sister ship in all respects to GLENDOLA.
Finally arrived at Council City from White Mountain 6/27/1903 with Capt. 'Joe the Packer' Patch.
GO GETTER

Tug owned by Sause Bros

1. No pics.
Believe she is powered with two 500 h.p. G.M.C.'s and towed cribs from S.E. Alaska to Whittier along with "Adak" in 1950.

Last week in Aug. 1951 she hit a sand spit in entrance to Tillamook Bay and had to be towed to Portland by the Company's other tug "Klihyam" for repairs at Floating Marine Ways.

M.D. Sept. 1, 1951
1. No picts.
Oct. 12, 1901 the little str. "Goddard" towing two scows ran into a severe storm about 10 miles from Lower LaBarge. Her towline parted and she fell in the trough and swamped. Capt. McDonald and two other men drowned—-3 others saved.
GOLDEN BEAR

Med. car ferry.

1. Stbd. nearly broad, a/s pier, house wrecked.
1. Pict. and info. (Mariner class frt.) Album 43.
2. Good info. in Book 39; pp. 22 (Mistaken wreck)
3. VG pict. page 109 Aug. '56 MARINE ENGINEERING
4. VG porthole pict. (PHP--4)
1. No pict.
Built 1902 at Whitehorse. 114 tons; Used as a dredge on the Stewart River.
1. Port, broad, even keel, nose down slightly, close in to steep rocky cliffs.

Try to get picture from Whittier collection.
Built 1919 at Portland, Ore.
5658 gross; 3493 net tons. 409.8' x 54.2' x 27.7'
Owned in 1928 by the Oceanic & Oriental Nav. Co. (Del.)
2500 h.p. Oil burning steam. 33 man crew.

Wrecked in Shelikoff Strait: Sept. 5, 1929.
Previously, on July, 24, 1929 she had been driven ashore on Avatanak Island in a stiff Westerly wind. She was heading to the Orient when 2nd Officer got blood poison. She sent for help and "Haida" was speeding to rescue to take off the stricken man, when she bounced off the rock, and drifted ashore. She was assisted off on the 25th by the "Haida" and escorted to Dutch Hbr. with 12' ft. of water in hold. Capt. L.C. Drewson and 35 men in crew. On the 26th the "Salvage King" left Seattle to assist her. Resting on two sharp rocks at Cape Ilkitugitak on Kodiak Island. (M.D. Sept. 24, '49)
GOLDEN FOREST

7/25/1929 S.S. "Golden Forest" of the Oceanic & Oriental S.S. Co. enroute from S.F. to the Orient radioed that she is ashore on Avatanak Island in the Aleutians.

She had been steaming to a rendezvous with the C.G. "Haida" to transfer a sick man to the cutter. Says she was forced ashore in a stiff Westerly wind. Crew in no immediate danger. "Haida" expected at scene shortly. The Freighter was commanded by Capt. L.C. Dreuson of Berkeley Calif. 7/26/1929 "Golden Forest" pulled off by "Haida" and was being towed towards Dutch Hbr. The large Canadian salvage tug "Salvage King" left Victoria to assist.

8/6/1929/7 S.S. "El Cedro" is removing cargo from the "Golden Forest" at Dutch Hbr.

8/16/1929/7 "Golden Forest" is in Akutan Hbr. and will be there about a month before she can be towed south.

9/13/1929/7 Capt Drewson and 31 crewmen of the "Golden Forest" are on the "Adm. Evans" "Salvage King" is standing by the wreck in Kukak Bay. (???)

9/19/1929 "Golden Forest" crew praises Capt. Magnus
Hansen of the "Explorer". The vessel hit on Cape Ilktugitak on Sept. 5, during a heavy fog. About 24 miles from Kukak Bay. Abandoned now by "Salvage King" as a total loss. She hit the first time on July 24th on Anatavak Island but was able to float off and had proceeded to Dutch Harbor where temporary repairs were made to her. Her cargo was transferred to the "El Cedro" and she was about 400 miles on her way back to S.F. when she hit again on Cape Ilktugitak, to stay. The "Salvage King" has stood by for 30 days. Capt. L.C.Drewson in command of "G.Forest"

9/26/1929/7 "Golden Forest" and cargo sole as is-where is to W.J.Erskine Co. of Kodiak for $5000. Cased gas, oil, roofing, tar paper, canned fruit, blankets, vegetables and phonographs etc. "El Cedro" only took off 17 tons.

12/23/1929/2 Magnus Hansen on his "Explorer" returned to Juneau from the wreck of the "Golden Forest" with plunder etc. Capt. Hansen gives V.G. account of the wreck, etc.
GOLDEN GATE

Album 9

(Large old steam tug)

1. Stbd. quarter on ways; name on stern and S.F.  VG
Built 1891 at Sausalito, Calif. Owned by the Pacific Steam Whaling Co. and used in trade from Sitka to the Aleutians. Passed to the Pacific Packing & Navigation Co. in 1901 for service in Alaska as a cannery tender. In 1906 she was sold to Oregon interests and traded between Oregon Coast Ports. Further data unavailable.

Was in Wrangell July 1, 1899. (Alaska Daily Dispatch)
1. No picts.
59 ton str. Capt. S.F. Snow was making two trips a month from Wrangell to Hunters Bay on the West Coast of Prince of Wales Island in 1898. See Stikine River Journal 4/1/99 S.R.J. 5/6/1899 owned by Pacific Steam Whaling Co. of S.F. has mail contract from Wrangell to Shakan, Klawock, Howcan and Hunter's Bay and return, twice each month. D.Id. News 1/3/1900 says Purser Chas. Baker of the "Wolcott" was on this str. now.
1. No picts.
She returned to S.F. Sept. 2, 1895 after a prospecting trip to the Aleutians.
GOLDEN HIND

Historical British
Sir Francis Drake's

1. Story—perhaps her anchor found in Port Townsend Hbr. in 1954—see pp. 2 in Album 44.
GOLDEN HIND

Yukon River steamer

No. 1. No picts.
Rebuilt from a barge and equipped with scrap machinery at Nome in 1904. Frozen in 10 miles from Fairbanks in 1904 and nothing further on her.
GOLDSBOROUGH Old U.S. destroyer

1. No picts.
Listed on the Yukon River by MacBride
1. No pict.

There is a fairly good pict of her in the Territorial Museum. See SOUVENIRS OF NOME by E.A. Hegg.

The above pict. shows her stuck on a bar in the 30-Mile River in 1899
Wrecked at the notorious Five Finger rapids on the Yukon Oct. 12, 1899. Her passengers were saved by the river str. "Governor Pingree." The "G.S." had come up from Seattle earlier that year. (Nothing in Lewis & Dry.)

On a previous trip she was nearly wrecked in the Five-Finger Rapids—her steering gear went bad. Had 87 passengers but made out O.K.

Built 1898 at St. Michael. She was raised after her above mentioned mishap and ran until 1906 when she wrecked for keeps on the Tanana, about 15 miles below Chena.

160 gross; 98 net; 94' x 22' x 3.8'
1. Stbd. broad, backing slow near shore.

2. Stbd. broad, near shore. (Magazine cut)

3. VG pict. from Seattle P.I. (Spiral 15; pp 64)
Info. Book 36; Page 24
GOLIAH

Puget Sound T & B.
(Old steam tug)

1. Port, broad, speed, old Seattle waterfront. G
2. (Same as above) (Mag. cut)
3. (same as above) (Mag. cut)
134.9' x 27.1' and a sister ship to the 2nd "Goliah"

In 1950 she was reported as still in operation as a unit of the Eastern Transportation Co. of Wilmington, Del.
1. Stbd. broad, slow, Lake Union.
2. Port broad, speed, Seattle Hbr. (Porthole)
3. PICT. BOOK 32; pp 56
Built in 1883 at Philadelphia, Penn. 89 Net tons: 116' x 21' x 9'. Originally named the "Vigilant". From 1888 to 1898 she was operated at S.F. by the Spreckles Tow-boat Co. Sold to the Navy Dept. in 1898. Brought to P. Sd. by Carey-Davis Co 1923 and diesel installed. Steam plant discarded and her name was changed to "Goliath"

MORE INFO. BOOK 36; Page 20

See more info. on card on ALASKA BARGE CO.
GOLIATH
Ex tug "Vigilant"
Later renamed "Goliath"

L. See pics. of her as the "Goliath" unit of P.Sd T.& B. (Carey Davis) in years from 1928 on thru '50
1. No pics.
Built 1901 at Nome, Alaska. 12 gross; 12 net; 33.9'x11.1'.

Sept 11, 1902 she wrecked at Nome during a big storm. Capt. B. Daniel and Mate, John Slater, drowned.
GORDON D

Ole Aase's halibut

1. In sm. boat Hbr. Juneau 1952 (PCA-7)
GOSHAWK

Navy craft (sm)

1. Stbd. broad, at dock, as Navy #79

VG
10/31/1941/2 U.S.S. "Goshawk" net tender, arrived in Juneau today and played a game of BB with Juneau High.
1. Port, bow, slow in stream; Maltese Cross on two stacks.
2. Stbd. broad, still in stream; Maltese Cross on both stacks.

G.

See Red Scrap Book No. 1, Page 8.
Built 1907 at Camden N.J. 5474 Gross: 2550 Net:
391.9' x 48.2' x 19.7' and spent most of her career in
the service of the Pacific Coast S.S.Co. then Pacific S.S
Co. and Admiral Line.

Was rammed by the large freighter "West Hartland" Apr.
1, 1921 shortly after midnight—the night being clear
and the crash being witnessed by the light keeper on Pt.
Wilson. About one mile off shore. Her boilers blew up
and she sank allowing her 124 crew and 172 passengers a
slim margin to get clear in her life boats. 17 lives
were lost—the tug "Warrior" is to search for bodies.

Was inbound to Seattle from Calif. ports.
D.A.Disp. 6/27/1917 pp.6 She rammed and sunk the old C.G. cutter "McCullough" in fog early in the morning of June 13th, 1917 off Pt. Conception, Calif. Capt. H.C. Thomas was in command. The "McCullough" was Adm. Dewey scout ship at Manila Bay... The "Gov.--" was unhurt.

D.A.Disp. 5/7/1918 Str. "Governor" ripped a hole in her bow last night when she hit the outer breakwater to the Golden Gale, outbound from S.F. to Seattle.

Emp. 4/1/1921 "Governor" rammed and sunk by "West Hartland off Pt. Wilson. V.G. complete stories.
GOVERNOR AMES

5-masted schooner

1. Port broad; sails; at sea: SHIPS & SAILING Jan. '51
Page 39
1779 tons burthen, built in 1888 at Waldeboro, Maine. Proved very successful in the hard East Coast coal and lumber trades. Like many another coasting sailer, she paid the penalty of the lee shore and met her end on the North Carolina coast. Wrecked Dec. 13, 1909 on Wimble Shoals. 12 on board and 11 lost.
GOVERNOR DOUGLAS

Old Canadian side-w.

1. No pics. Info. Book 37; pages 39 and 40
Diesel yacht.
"Dreamerie"
"Watres"

Was sold by her owner Capt. Hardy Trefsgar to Bureau of Reclamation for stream survey work early in Nov. but not turned over to them until money received in early Dec. 1948 (Dates above are correct but the newspaper article should have said U.S. Geo. Survey instead)
1. See card on "Olympic"
1. See card on "Rhododendron"
GOV. JOHN LIND
Old coastal str.

1. No picts.
1. No pict.

Fairly good pict. of her steaming down the 30-Mile River in 1899 taken by E.A. Hegg. See his pict. in Alaska Territorial Museum.
Operated on the Yukon around the latter part of 19th Century. She saved the passengers off the river Steamer "GoldStar" when the latter was wrecked at the famous Five Finger rapids Oct. 12, 1899.

450 gross; 251 net; See "Bonanza King"
1. No picts.
She was a tug from S.F. Wintered on the Lower River in 1898.
GRACE DOLLAR
Steel Steam Schooners of the P.C. Lyman.

1327 tons: 1100-M ft. lmr. capacity. She was 5' longer than the "Paraiso" but otherwise identical in engines and hull dimensions.

Built in 1913 at Craig yards for the Dollar S.S. Co. of S.F. who incorporated her in Maine as a single-ship company and sold her in 1917 to the Pacific S.S. Co. of S.F. who renamed her the "Adm. Wainwright." In two yrs. she went back to the Dollar Line and became the "Agnes Dollar."

1923 she was sold to the Moore Mill & Lmbr Co. of Marshfield, Ore. and renamed the "Mary E. Moore."
She was wrecked without loss of life near Coquille River Buoy, on the Ore. Coast, Feb. 23, 1927.

D.A. Disp. 1/4/1917 The P.C.S.S. Co. has purchased the "Grace Dollar" from the Robert Dollar S.S. Co. and plans to use her on their Alaska runs.
GRACE MORAN
Unit of Moran Co.
New York tug.

1. Stbd. broad, speed from air by "Ile de France"
   (Porthole pict)

2. Good stern view; still in stream. Page 27 in Aug. '51
   "Motorship" mag.
M.D. Sept. 3, '49 says she is one of Moran Co.'s new 1750 h.p. diesel-electric jobs.
Old steam tug.

1. Port, broad, slow, old Puget Sd. Town waterfront. G
GRACIE S

Auxiliary schooner
S.F. pilot boat.

1. Stbd. bow, moored near boathouses. (Mag. cut)
2. Stbd broad, speed, flags. (Mag. cut)
3. Pict. and info. pages 25, 27; Book 41.
4. Late info. (1956) page 27; Book 44.
5. Info. (Book 43; pp. 10)
6. VG porthole pict. (PHP--4)
Originally built in 1893 by Union Iron Works of S.F. and named after Gracie Spreckels. 97' x 24' 5" x 12' 113 tons gross. Powered with a model 64 HN9 225 h.p. Gray diesel.

For many years a pilot boat at San Francisco, she has been sold to Edward Kennell, a prominent Seattle yachtman who will re-rig her as a training ship for boys who have long dreamed of going to sea in a 'wind ship.'

At present she is cut down to an auxiliary vessel, but will be re-rigged as originally built with bow-sprit et al. Her teak work, which came from leftover material when Union Iron Works built the battleship "Iowa", will be fully preserved. (Motorship Dec. 1948)
1. No picts.
See "Mary E. Graff"
1. Four views of her burning and sinking and two pictures of Commanders involved including the Commander (Engles) of the British "Exeter" and the Commanding Officer of the "Graff Spee"
12/20/1939  Picts. and accounts of her being scuttled in Montevideo Hbr. on Sun. night Dec. 17th 1939.
1. Stbd. broad, speed; crowd on deck.
D.A. Disp. 7/6/1910 Excursion str. "G.R." was on fire today in the Narrows, near N.Y.City. Capt. made a run to shore and beached her. Quite an exciting time but all pass. made shore safely. Fireboats rushed to the scene.
GRANGER

No picts. Story of fire in Book 37; page 22
1. Fort broad, still in stream.  
2. Std. broad, at coal bunkers as old halibuter.

but conjecture says looking for stomachs on the charts. why he was in S. inlet is not known.
On rocks in Sanathan inlet, B.C. VALDEZ NEWS 6/8/1901 says she ran aground 7/3.
K. N.E. Journal 6/8/1901 says she grounded agt rocks in:

ed 1/27/94 and he went to the "rush" instead.
- His orders change.

1/12/94 ALASKAN says she was coming around the Horn from
9/21/1901 she was due back at Seattle after a cannery
-
Under command of Capt. Slamm July, 1, 1899 A.D. Dispatch.

Built 1871 at Wilmington, Del. 263 tons 4 guns;
7 officers, 32 men
327 gross;
She stranded in Hecate Strait, B.C. Dec. 27, 1911

DAILY ALASKA DISPATCH Dec. 29 1911 says she hit rocks off halibut banks near Cape Flattery and sunk in 20 mins.
No loss of life She was owned by the San Juan Fish Co.
at the time----they acquired her in 1906 and rebuilt and enlarged her. New tonnage was 327 tons. Had 10 man crew.
149' x 25' x 10'

condemned as junk but is being kept in the service.

NONE NEWS 12/15/1906 says the Rev. Cutter "Grand" was
Port Townsend, Wn. at the time.

unseaworthy. She was a revenue cutter stationed at
"Velenza" on Cape Beale as it was too stormy and she was
attempt to weigh anchor and proceed to the aid of the
Rotton Tub was unsere and stated that she did not even

Aleeka Daily Dispatch Jan. 26, 1906 carriage article headede
D.A.Disp. 12/29/1911  Fishing Str. "Grant" foundered after bouncing off rocks near Cape Flattery last night. Her crew is all safe after a narrow escape. She went down in about 20 mins. Was fishing halibut for the San Juan Fish Co. of Seattle.

Formerly the old Rev. cutter "Grant" she passed to the San Juan Fish Co. from the Government in 1906 (purchased). They increased her tonnage to 327 gross; had a crew of 10 men and was equipped with wireless. 149' x 25' x 10'. Was first vessel to reach the "Ramona" when she wrecked and had taken off the pass. And crew then transferred them to the Northwestern.
Port bow at Seattle Pier as A P 29.
GRANT LINDSAY

Canadian tug.  
(rebuilt and renamed)

1. See file card on "Etta Mac"
GRAPPLER
Old steam-sailing ship
From Lewis & Dryden.

1. Stbd. broad, drawing. (620 neg.)
See story of wreck and salvage in 'Secret of 100 Sunken Ships.' Envelope No. 17.
Port, broad, at old mill dock. Decks boarded for ocean travel.
Built 1888 at Lake Bay, Wn. as the "Meta" Registered as a fishing vessel. 28 gross; 19 net; 58.5' x 13.8' x 6'
Left Seattle May, 27, 1909 for Victoria, B.C. and never again heard from. There was 7 people on board.
<table>
<thead>
<tr>
<th>GRAYS HARBOR</th>
<th>Lyman</th>
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<tr>
<td>Pacific Coast Wooden Steam Schooners</td>
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659 tons, built by Lindstrom at Aberdeen for Sudden & Christenson, S.F. Carried 700-M ft. and had a compound eng. of 500 h.p.

Owned by S. & C. for 24 yrs. then scrapped in 1931
1. No picts.
One of several ships mentioned in connection with the finding of an old barnacle encrusted pinnacle about 50 miles N.W. of Cape Flattery in 42 fathoms of water, by the trawler "Blanco" in June, 1949. Article in M.D. June 18 and June 25, 1949. "Graywood" was lost off Cape Flatter in 1915.
1. No pict.
Built in 1869 by Robert E. Jackson at East Boston for Wm. P. Weld & Co. who at that time had the largest sailing fleet under the U.S. flag.

She foundered Dec. 6, 1906 175 miles S.W. of Cape Flattery. Capt. E.R. Sterling of Seattle was skipper and owner. Had sailed her to S. Africa, Australia, Hawaii, Mexico and Alaska. She was lost while bound from Mukilteo to San Pedro with a cargo of lumber. Capt. Sterling and his 18 man crew clung to the waterlogged hull until rescued by the British ship "Barcore". She was bound to Honolulu and when she sighted the ship "Andrew Wells off the Calif. Coast the crew of the stricken ship asked to be removed to her and were taken to S.F. arriving there on Dec. 9, 1906.

M.D. 10/30/"50

Built 1869 at Boston, Mass. 1575 Gross; 1401 net; 214' 2" x 42' 1" x 26' 2" Lo. in crew.
D.A.Disp. 9/9/1916 pp. 2 says she was launched only last month at Port Blakely. Her master and owner was Capt. Louis L. Lane. She carried a crew of 21 men. She hit a pinnacle rock on West side of and about 7 miles from St. Matthew Id. and grounded. Crew and Capt. picked up 15 days later by the C.G.C. "McCullough". The vessel was 367 gross and 223 net tons. Valued at $80,000. and carried a cargo valued at $50,000.

D.A.Disp. 8/27/1916 The Borden (evaporated milk) yacht "Great Bear", Capt. Louis Lane is reported lost on a volcanic pinnacle near St. Matthews Id. The vessel was supposedly investigating the wreck of another vessel.
1. Complete story of her many failures.  Lg. Eng. No.14

NOTICE: The above story has been pasted in NOTE BOOK No. 27/ pp 103--110)

Have a bound book on my shelves on her--complete.

THE GREAT IRON SHIP by James Dugan.
Harper Brothers, N.Y. 1953
GREAT REPUBLIC

Yankee clipper

1. Pict. in SHIPS & SAILING Apr. '52 Page 36
Some info. under pict.
GREAT REPUBLIC

Old Side-wheel ocean str.
From Lewis & Dryden

1. Port broad still in stream. (620 neg.)
Unit of the California Steam Navigation Co. operating to Alaska in 1868.
2. Renamed---info. only

1. No picts.

Book 41, pp. 34
The "LAGOS MICHIGAN" which was in Seattle in the 2nd week of Jan. She was launched as the "FORT SIMCOE", in 1944 by Burrard's Yards at Vancouver, B.C. but her name was changed before commissioning to "GREENHILL PARK". It was under this name that she suffered a severe explosion in Van. harbor Mar. 6, 1945 with nine deaths.

The next year, she was sold to Panamanian owners and renamed "PHAEAX II" and late in last year, she changed hands and name again, with the new name "LAGOS MICHIGAN".
1. Two pict. foundering at sea, from Life Mag. 10/5/53

2. Picts. etc. above in Book 40: pp. 54-55

   MEN magazine on my shelves.

4. Another version from Mar. 1954 READERS DIGEST
   Large Envelope No. 14 Now in (Note Book 23; p54)

5. Nore VG pict. and info. NOTE BOOK No. 24. pp 71--75
Derelicted during storm which had winds up to 74 m.p.h. last week in Sept., about 800 miles out of Liverpool in the North Atlantic. 6000 ton ship. Radio out, rudder inoperative, cargo shifted and listed 30½ degrees. 26 men on her---one, the mess-boy was lost when he left go of rung on rescue ladder from "Ile de France" which stood by many hours before being able to effect a rescue. They had been battered 3 days and "Ile de France" searched area more than 13 hours before locating them. Capt. Franck Garrigue on the "Ile de France" Capt. Dimitrios Potamianos on the "Greenville" The liner had 1187 passengers who watched the rescue and also the drowning of the mess boy, Nick Mandarakas.
Alaska Daily Record 7/16/1908 says the "Greenwich" and "Mackinaw" broke thru. the ice and arrived at Nome today.
195 tons, built in 1886 at S.F. by C.G. White. Had a lumber capacity of 425,440 ft. and a compound engine of 110 h.p. made by Hinckley, Spiers & Hayes. Her first managing owner was B H. Madison of S.F. but within a year of so she was acquired by the L.E. White Lumber Co. of S.F. who operated her until 1902.

In 1903 she came under the ownership of Beadle Bros. of S.F., and in 1907 was transferred to the Greenwood S.S. Co.

T.P.H. Whitelaw managed her for a number of years until she was finally laid up at S.F. and went to pieces about 1938.

V.G. pict. in wreck scene of "Pomona" Book 48; pp 36
GREY GHOST
Tacoma Sea Scouts

1. Stbd. broad a/s BCL. at Engrs. dock Juneau.
110' ex subchaser. Built in 1943 and displaces 122.49 tons. Can do 21 knots but cruises at 14. Burns 30 gals. of fuel per hour and used 2500 gals. on the trip.
John Turner's troller fishing near Pt. Adolphus in Icy Straits. Early fall 1946.

2. Three angles in Juneau Boat Harbor. (John Turner)

3. Port bow coming under bridge.

4. Two coming under bridge with "Dolly J" & "Relief"

5. At float in Elfin Cove; distance. (PCA--7)
Papers 7/14/1906 says she was a 'little str.' chartered for a fishing trip by prominent Skagway people.
GREYHOUND

Old stern-wheeler.

   (Mag. cut)

2. Stbd. broad, speed, raised decks.

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

4. Good pics. and info.  
   Album 44. pp. 1.-41)
Built 1890 at Portland, Ore. 180 gross; 166 net; 139.3' x 18.5' x 6.4'. After many eventful years on Sd. ferry runs her hull was stripped in 1912 and she was moored at the Foss Co. piers in Tacoma and used as a wharfboat.
1. No pict.
Some kind of steamer that hit Ripple Rock in 1929
1463 tons, built by J.F. Duthie & Co. of Seattle in 1920

Dimensions 220' x 40' x 18.5' 2400 tons gross.

Powered with 1400 h.p. triple expansion steam.

In 1923 she was transferred to Canadian registry under the management of the Coastwise S.S. & Barge Co. of Victoria, B.C. She falls from the registry within the next ten years although her fate has not been traced.

Emp. 1/12/1928 6 SOS heard. From S.S. "Griffco" enroute to Honolulu. Faint call, then radio goes 'dead'...

Emp. 1/25/1928/6 SOS call from "Griffco" proves [hoax].

Radio operator Gellerman is scary, sickly type and unfit to be a radio operator....
1484 tons, built by the J.F. Duthie & Co. of Seattle in 1920 and operated by the Universal S.S. & Barge Co of Seattle until 1929 when she was acquired by the Chas. Nelson Co. of S.F.

After the above company's liquidation in 1937 she became the NOYO of the Union Lmbr. Co. of S.F. who sold her in July, 1940 to the Thailand Gov't. and renamed the NANG SU'ANG NAWA. She arrived in Bangkok Oct. 1940.

M.D. 4/7/1956--Declared missing while under tow.--
(Book 39; pp 61.)
GRIFFNIP

Miki tug of James Griffiths & Sons.

VG Cover pict. (Also pict. and info. on barge service
to Alaska) Lg. G.S. Files under JAMES GRIFFITH SONS.
The Alaska Pacific Co. had planned to build 6 motorships but possibly owing to the difficulty of obtaining engines stopped with the "Alabama". The yard was turned back to Nilson & Kelez, who contracted with the Emergency Fleet Corp. for 6 Ferris hulls. Four of these were completed during 1918 and were named "Adway", "Bonafon" "Forster" and "Octorara". Two others were launched, the "Cineas" on Dec. 5, 1918, and the "Cinyras" on April 23, 1919 but were not engined. One of these hulls was towed to Winslow by the Griffiths interests of Seattle and was completed by the Winslow Marine Railway & Shipbuilding Co. in 1920 as the barge "Griffson". She was still afloat in 1935 being then owned by Norton Clapp of Seattle.
See card on ISLANDER for much more history on this one.
10/7/1936/6 "Tally" out to assist "Griffson" which broke
loose in yesterday's (Mon.) storm and blew over to
Admiralty Island near Horse Island. Peterson and Ed Q.
Paine were watchman on her. Now owned by J. Lmbr. Mills.
10/9/1936/2 "Griffson" still fast "Roedda" and "Tally" both take a fruitless pull on her. Hard and fast.
GRILLE

Lg. yacht of Adolph Hitler (German)

L. No picts.

2. Stbd. broad at pier. V.G. (P. 68; July, '51 S.&S.)
The 4-million dollar, 476' 30 knot vessel has been towed to the Todd Shipyard in Brooklyn and from there to shipwrecker's beach at Bordentown, N.J. where she is being scrapped.

She was presented to Hitler by the German people in 1935. In 1946 a George Arida, a textile manufacturer bought her from the British Admiralty. Arida sold her to the North American Smelting Co. of Wilmington, Del.

One of the largest and fastest yachts ever built, but was considered too expensive for commercial operation and impractical for conversion to a military auxiliary.

M.D. July 14, 1951

Scrapped at Bordentown, N.Y. by N.A.S. Co. which completed the job in Mar. 1952. She yielded 300 tons of tin, lead, aluminum, copper and other non-ferrous metals as well as 3000 tons of steel.

M.D. Mar. 15, 1952

More Info. See 68 July 51 SHIPS & SAILING
1. Stbd. qtr, speed, Sitka harbor. p. 45
2. Port bow, still in stream/ (Magazine cut) p. 15
3. Stbd. broad at Fisheries float J.B. Hbr. p. 14
58' vessel being built for the U.S. Biological Survey (Alaska Game Comm.) by the Schertzer Boat & Mach. Wks. in Seattle is H.C. Hanson designed. From M.D. 20 yrs ago July 3, 1954--1934)

EMPIRE: Feb. 21, 1935---Capt. John Selevold was enroute to Juneau with the new Game Commission vessel "Grizzly Bear" with warden Homer Jewel aboard.
1. Pict. of two halves after wreck in Italy. 
   Book 34; page 37, 39. 42
2. PICT. afloat as U.S. frt. BOOK 33; pp 48
Was in Wrangell the night the Farwest cannery burned June, 9, 1947 and assisted in saving the dock. The cannery was previously the Diamond K Pkg. Co. of Carl Thiele and is now owned by A.R. Bruger and Fred Burman of Anacortes.
GROOT BEER

Former Nazi yacht.
Pict. and article Lg. G.S.File under YACHTS
1. Engineers Dock showing "Diamond Knot", ST 166", LT 452, LT 387, TP 99, ST 415, ST 382.

2. Boats frozen in at Juneau Boat harbor. "SJS II", "Sentinel" "Forester" "Good Tidings" "Queen" "ARB 5" "Nuisance III" all discernable.

3. Same as above with "Sentinel" "SJS II" "ARB 5" "Forester" "Sadie" "Queen" and "Lassie" all identifiable.

4. Rutherfords fleet, showing "Santrina" "Lumberman" & "Lone Fisherman" at face of mill dock, Juneau.

5. TP 99, 3142, 3144, 415, 382. bow on at fingers.


8. Bow view of boats at Prince Rupert dock; Agnes, Dorothy, Fremont, Carolen, Rosario, Restitution.
9. Group at Fishermans dock, Seattle.
GROWLER
Old schooner
Sitka--1867

Departed Sitka 1/2/'68 for Port Townsend; Capt. Horace Coffin, commanding; 41.58 tons burthen.

Capt. John G. Sandmay---12/27/67
GRUBSTAKE II
Tay's old boat.

1. V.G. pict with A.J. Mine in background. (Book 43; pp 15)
GUALALA
Pacific Coast Wooden Steam Schooners

225 tons; built by John W. Dickie & Sons at Alameda for Beadle Brothers, of S.F. in 1901. Had a 200 h.p. compound job from United Engineering Works and carried 260-M ft. lumber.

In 1923 Beadles sold her to the Western White Cedar Co. of Marshfield, Ore. and in 1925 she was sold to James K. Nelson, of S.F. who renamed her the "Cleone." She was wrecked at Eureka, Apr. 9, 1931.

1. Good pict. of her loading lumber via skyline in exposed place. (Page 9; Sept. '52; S.&.S.)

2. V.G. pict. loading near Fort Ross. Aug.'53 S.&.S.; p38
GUALALA

Pacific Coast Wooden Steam Schooners
Lyman

Built 1901

Was renamed "Cleone" in 1914 and not in 1925 as stated
GUARD

Small old Rev. cutter.

1. Port, broad, speed, steamer.
2. Stbd. broad, on rocks, nose high, stern under water

Post Card Album 1.
Built in 1896 at Port Townsend, Wn. 17 gross; 12 net 62' x 10' x 5.3'. Wrecked in the San Juan Islands in 1912. Raised and rebuilt and came out under the name of "Georgia" (This vessel is not to be confused with the pass. mailboat and tug "Georgia" familiar to Alaskan waters.)

Another vessel named the "Guard" replaced her in 1914 for the Revenue Cutter Service.

As the "Georgia" she was destroyed by an explosion at Port Orchard in 1924.

When in the service she carried one officer and five men. Her successor was built in 1914 and out of service in 1934. She was still at Ballard in 1941.
1. VG pict. at Metlakatla cannery 1958 (PCA-10)
GULFLAND

Lg. U.S. tanker

1. No picts.
1. Stbd. bow; coming into dock at Juneau 1952
2. Pict. and info. (Book 43; pp. 42)
Can. M.S. Coasting vessel Pict. and info. For Sale
Book 43; pp. 42
GULF MARINER
Med. Motorship

1. Bow on, laying on her side, wrecked. (Mag. cut)
2. Stbd. broad, speed, after dieselization. (Mag. cut.)
I believe she is the converted 172' steel yacht mentioned in Nov. 1946 PMB magazine. Was the ex yacht "Wolf" and was remodeled and repowered at the West Coast Salvage & Contracting Co. yards in False Creed, Van. B.C. and was requisitioned and operated by the Canadian Navy during the last War. II. as a patrol vessel.

(June, 1947 Motorship) says she had twin 10 cylinder Vivian diesels installed, replacing her old steam engines. These are rated at 400 h.p. at 700 r.p.m. and drive a single shaft through Fawick Airflex clutches and roller chains. She cruises at 14 knots.

See DAILY JOURNAL 1947 for loss, etc.

11/6/1947/7 Blame for loss of MV "Gulf Stream" placed on 2nd Mate Ray Ketchum who "failed to take proper action when Ragged Island Light was not picked up..."

11/13/1947 Master and 2nd Mate of vessel have licenses suspended for 4 months. Hit Dinner Rock near Powell River Capt. J.E. Craddock license susp. 6 mo. First Mate was drunk---reprimanded!
GULF WING

Converted Canadian PT boat. (Fairmile)

1. Port broad, speed. (Mag. cut)
112' converted Canadian PT boat of the Fairmile class to be used by the newly organized Gulf Lines, Ltd. of Van. B.C. and to carry passengers etc. from that port to Powell River and way ports and return. She was used in conjunction with the "Gulf Stream" which hit the rocks on the run.

This vessel clips off 17 knots and can make the run in 5 hours.
1. No pics.
Built at S.F. 1898; A twin screw str. of 119 tons. Wrecked on the Nome Beach in 1899

NOTICE: There was a str. of that name at Ketch. 5/26/03 D.A. Disp. 5/26/1903 pp.4 Str. "Gussie Brown" was in Ketchikan today...

1903 Blue Book lists the "Gussie Brown" ex "Dawson City" 119 gross; 86 net; 300 h.p. steam. 13 crew. Built at S.F. in 1898 84.5' x 22.5' x 6.1'
GUSSIE TELFAIR
Old Side-w. sail steamer.
From Lewis & Dryden

1. Port near broad, at sea. Drawing. (620 neg.)
   (Have 5 x 7 print of the above.)
1. No pics.
See "F. K. Gustin"
1. No pics.
Operated in Bristol Bay in 1902

J.C.M.R. 9/3/1891 Bark "Guy C. Goss", Capt. Wm. Mallette, arr. Tacoma from Yokohama, 44 days out---long overdue. The Capt. and crew tell a whale story---they lost a Jap sailor, one Tom Hiskaiski, over the side; a whale gulped him up, became convulsed, spit him out, and a wave washed him back on the deck of the "Goss"....???

Empire: 10/14/1919 pp.8 V.G. Bark "Guy C. Goss" of the Northwestern Fisheries Co., with Capt. Didrick commanding was moving along in fog in the Straits of Juan de Fuca for over an hour today with no one at the wheel! The Mate discovered that the wheelman, a Mr. Kramson, apparently went crazy and dressed up in his best outfit then calmly went over the side. She was inbound with 38,000 cases of salmon on board. Was picked up by the steam tug "Richard Holyoke" and towed on in to Seattle.
1. Port near broad in calm slough (Mag. cut)
2. Stbd. broad at old pier, as the old "G.W. Shaver"
   from Lewis & Dryden
GWYLAN

Album 12.

1. Stbd. broad, a/s logs.

Old steam tug.

VG
1. No picts.
Built at Wrangell, Alaska 1897; 107 tons. Built on Cottonwood Island (Stikine) and used around Wrangell 107 gross; 58 net; 61.8' x 21.6' x 2.6'