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

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HAAKON

Cannery tender.
Sebastian Stuart

1. Stbd. bow, inside of "Fishawk" at Tyee float.
Stbd. bow, nose into West Seattle shipyards. Tug "Goliath" assisting.

Showing forefoot only crashed into side of cannery tender "City of Blaine"

Port bow, showing nose above buildings of West Seattle Shipyard as she crashed into yards. See Album 19.
HAIDA

British freighter.

1. No pict. 1950
One of several ships mentioned in connection with the finding of old barnacle encrusted binnacle by trawler "Blanco" in June, 1949 off Cape Flattery about 50 miles.

This vessel met her doom somewhere in the area in 1938.
1. Port, broad, speed, Alaska waters.
2. Port bow, in narrow channel to Westward. (Framed pict. from Ethel Naish)
3. V.G. 5 x 8 pict. (Book 48; pp. 51)
Empire 7/24/'29 the "Haida" assisted a large steamer of the Oceanic & Oriental Line off the rocks on Avatanak Id. after the latter had been driven ashore in a stiff W. wind. Her 2nd Mate had blood poison 200 miles off the Aleutian chain and had made a rendezvous with the C.G. ves. She was floated off by the "Haida" on the 25th and escourte to Dutch Hbr. with 12' water in holds. Capt. L.C. Drewson was commanding and she was bound for the Orient with a full cargo and crew of 35 men. On the 26th the salvage vessel "Salvage King" left Seattle to assist.

INFO. BOOK 35 Page 29
3/23/1941/6 "Haida" has her masts shortened from 100' to 80' and her armament enlarged to bigger guns.
HAI DA
Chinese freighter

1. No pics.
See good story on her in—- (Note Book 23; pp 28)
SEE Lg. G.S.File under CHINESE VESSELS.

Disappeared in the Pacific in 1937 on a trip from Seattle to the Orient loaded with a cargo of sulphur. While in Seattle she had been changed from Chinese to British registry. She was overloaded when she left port. Wreckage from her was found on the West coast of Vancouver Island.

M.D. Mar. 15, 1952

More good info. on her (Book 44 pp. 48)
HAIDA

Fleischmanns yacht

1. Stbd. broad at Juneau Lumber Mill wharf. 7/20/50
Built in 1947 at Bath, Maine. 168' diesel powered. 2700 h.p. Diesel. Also has two 26' custom built, all purpose, 140 h.p. cruisers on deck, both radio telephone equipped. Under Capt. David Welch.
1. Colides with "Duke of York" Book 40; pp. 64
See card on "Portland"

Add. 4/27/1899 ALASKAN (Sitka) says she was purchased in Boston, Mass. this year by the Kodiak Pkg. Co. and will come around the Horn soon to be placed on monthly run to Alaska Ports from S.F.
HAKONESAN MARU

New Jap M.S. 1955

1. Pict. and info.

Book 43; pp 15
1. Stbd. bow, loading frt. at dock. (Mag. cut)
HAKUSHIKA MARU
Japanese NYK Liner.

1. Stbd. bow from dockside. (Porthole)
2. Stbd. bow at dock. (Mag. cut)
Traded with port of Seattle for many years before the War II. Sunk by U.S. during the War.

M.D. 4/20/50
HALAWAI

Bob Henning's med.
frt. vessel

1. Stbd. broad; at J.S.Corp. dock; Juneau 1952
See Lg. G. S. File under WHALING SHIPS

104' APC vessel sold in early Oct. 1964 to Warrengon, Ore. to be used as a whaler. New owners are Bioproducts, Oregon Ltd.
HALCO
Pacific Coast Wooden Steam Schooners

970 tons, built 1917 by Bendixson yards, Fairhaven. by Hammond Lmbr. Co. for their ownership and identical to FLAVEL.

Wrecked at Grays Harbor, Nov. 30, 1925
Emp. 11/13/1922/6 the st. sch. "Halco" and the steel str. (motor sch.) "Chalamba" collided on the Columbia River below Altoona. The "Halco" sank but the "Chalamba" was unhurt.
1. Port broad, in Ketchikan Harbor.
D.A. Disp. 5/14/1913 says McDonald and Iverson of Seattle organized the North Pacific Fisheries Co. and will mild cure salmon at Forester Island. They bought the ex sealing sch. "Vera" and have changed her name to "Halcyon"

Look in 'Wreck File' for more info.
Arrived Skagway 5/25/1907 from Vancouver with 484 tons frt. and 150 head of livestock.
Post Card Album 1

1. Stbd. broad, speed, coming down Taku Inlet.  VG
Built 1923 at Chester, Pa. 5500 h.p. 93 crew.
In 1941 her owners were the Inter-Island Steam Nav. Co.
of Honolulu. 3679 gross; 1546 net;
342.2' x 46.2' x 27.9'

Chartered to A.S.S.Co. 1934 Album 48; pp. 23.
Info. See pp. 3, Book 44.
1. Port broad, on the Hudson. (Magazine cut)
HALIBUT SCHOONERS
Fleet at Juneau

1. Picts. of following at Juneau Cold Storage Dock all with ice in rigging, etc.

"Wizard"
"Omaney"
"North"
"Seymour"
"Polaris"
"Constitution"
"Formost"
5/4/1907 Canadian str. "Halvard" of McKenzie Bros. arrived at Skagway with 285,000' lumber, 55 tons frt. and 375 head of livestock. Was to take 352 tons of Whitehorse ore to Vancouver.
1. Fair pict. of a steel st. str. type of vessel laying at the coal dock in Ketchikan in early days, along with what appears to be the "Burnside" and the "City of Seattle" July 1911 (Schaller's #7)
1. No Picts.
Built in Germany in 1926 as a unit of the old Hamburg-Amerika Line. During War II she was sunk by the allies.

The Russians raised and repaired her and now the 22,000 ton liner has been renamed YOURI DOLGAROUKIN. Recently she was in Antwerp, Belgium to undergo a large overhaul and conversion.

Another former German liner the HANSA, now renamed the SOVIETSKY SOJUS is completing extensive repairs in dry-docks at Antwerp.

M.D. July 7, 1951
1. No picts.
See "Chas. H. Hamilton"
HAMLIN
Stikine River wet-ass
Wrangell 1898

1. No picts.
Stern-wheel steamer operated on the Stikine in 1898

She was tied up at Little Canyon on the Stikine River with her fires out. The str. "McConnel tried to come a/s and succeeded in damaging both boats as well as breaking the "Hamlin" loose. After quite a struggle the "McC" managed to bring the "H--" back to her moorings.

F.W. NEWS 7/27/98 says all of above and adds that the "McConnell" was now on the beach at Wrangell being re-paired.
1. No pics.
A stern wheel steamer on the Yukon in 1901
1. No pics.

2. VG Pict. STEAMBOAT BILL Summer '59 pp 45.
S.S. "Hannah Gerstle" Built at Unalaska 1898; for the Alaska Commercial Co. 1130 tons. Sister ship to the str's. "Sarah" and the "Susie" Was still on the ways at St. Michael in 1944

1211 gross; 728 net; 222.8' x 42' x 6.2'
HANNAH B. BROWN
No. 11678
Old schooner
Sitka 1867

1/5/'70 23 tons; Registered at Sitka.
Abandoned May 22, 1870.
HANNAH C

 Album 11.

 "ELFIN III"
 Cannery tender.

 1. Port, nearly broad, slow, in Lake Union.    VG
Purchased by Gil Bixby for buying fish in Elfin Cove area in late 1950's. Sold to Bill Johnson in early 1960's because of ill health. (Gill purchased Taku Lodge) Bill Johnson in turn, sold the ELFIN III to Anna Stevens of Seattle in Oct. 1966. (The Stevens' call Everett their home) She was previously skipper of her gill-netter "PARKER" and travelled with her son William, who operates the gill-netter COMANCHERO
HANNAWA

1920 Shp. bd. frt.

Have envelope on her in Lg. G.S.File under SHIPPING BOARD VESSELS
HANSEATIC

Hamburg Am. Lines
Ex. "Empress of Scotland"

Lg. G.S. File under CANADIAN PACIFIC RAILWAY CO.
Also Lg. G.C. File; ATLANTIC LINERS (U.K. Report 1/7/1967)
1. No picts.
Built in 1905
Was a house barge—towed around by a small stern-wheel steamer.

2/6/1907 call her a 'gas-launch' and one of the more famous small craft on the Yukon. She was built on P. Sd. and taken to Skagway by steamer. From there she was shipped over the W.P. & Y. R.R. to Whitehorse. Had the 'Blake & Simmons' Vaudeville troupe on board. Was put in the Yukon and she towed a barge with the troupe on it, to Fort Yukon. There the troupe broke up in a free-for-all and scattered. From there the little vessel was taken to St Michael, then to Nome and shipped back to Seattle, arriving there in fall of 1906.

D.A. Disp. 5/9/1905 V.G. account of the 411 x 91 River Ste.

Happy Hoolliean and her steam life-boat glories.
HARDANGER

Norwegian M.S.

(1954)
She was launched Jan. 20, 1954 and replaced a vessel of the same name.

Length 400' (b.p.) x 58' x 37.3' Deadweight, as an open shelterdecker, about 7600 tons and as a closed one, about 8690 tons. Gross tonnage (open) 5219 tons; net tons (open) 2759. Built at the Bergen shipyard by the Westfäl Larsen Co. Line.

Has a swimming pool on port side of her foredeck. Also is fitted with accommodations for 50 men crew, mainly in single cabins. Also carries 12 pass. On her trials she made 18.8 knots and has a service speed of 15.5 knots.

She came from North Europe to B.C. then on to Ketchikan, Alaska where she loaded July 21 to 26 with pulp for Buenos Aires, Argentina, to be the first foreign vessel to load out of Wards Cove.

M.D. Aug. 7, 1954

Built by the Bergens Mekaniske Versteder Shipyards at Bergen Norway and delivered to her owners, Westfäl-Larsen Line on June 15, 1954. First of 3 sisterships ordered.
1. Stbd. near broad, after launching. (Mag. cut)
HARO

Canadian tug boat.

1. No picts.
M.D. 3/21/1959  Tug recently acquired by Van. T.B.Co. from Cliff Tugboat Co. and well known on B.C.Cost. She will get the 805 h.p. Union Diesel from the old "LaPointe" which in turn is being repowered with 1200 h.p.
D.A.Disp. 1/27/1915 pp. 4; Sch "Harold Blekum" dropped her hook at 21:00, Dec. 25th, 1914 in Kallop Anchorage. Gale of wind—dragged anchor all night and on morning of 26th made it to Uyak Bay. She had to 'slip her anchor' and had no spare. S.W. gale and she blew ashore. Capt Walter Tinn. Floated clear and the Capt. and crew all left her and she again drifted ashore—this time on a sandy beach about 9 miles from Uyak Bay. The storm quit on the 27th. They keged her off and towed her to Kodiak with the gas-boat "Hunter". She is awaiting a marine survey. She is 112' long and 192 tons gross.


D.A.Disp. 12/31/1916 pp.4 Sch. "Harold Blekum" arr. Seattle. Has 350 tons cargo for Kodiak, but due to numerous storms on the B.C. and Alaskan coasts, she was forced back to port.
D.A. Disp. 1/3/1917 2-masted sch. "H.B." towed to Seattle from Port Angeles on 12/25/1916 by the tug "Manila". Has on board Capt. Magnusen and an 8 man crew. Reports an extremely harrowing trip. Had left S.F. for Kodiak and was but 16 miles out of Kodiak where the crew had planned to spend Christmas, when strong, cold, adverse winds sheeted her with ice and drove her out to sea. The crew could only spend half hour watches at a time. She is owned by W.J. Erskine of S.F. and Kodiak.
915 tons; built 1904 at Fairhaven for the Dollar S.S. Co. by the Bendixsen yards.

Fitted to carry passengers and 975-M ft. lumber.

Had 500 h.p. triple expansion engine from Risdon Iron works.

Transferred in 1910 to the Graywood S.S. Co. and renamed "Graywood"

Foundered without loss of life off Umatilla Light ship, Oct. 25, 1915

D.A. Disp. 3/3/1906 says she was in distress off Santa Barbara and tugs were out to her rescue.
1. No picts.
Operated for several seasons by the A.S.S.Co. after War. II. she was sold in Jan. 1951 out of the Olympia reserve fleet to the Boise Griffin Co. of New York.

M.D. Feb. 3, 1951
1. No pics.
1. Port broad, slow. (Porthole)
See card on Luckenbach S.S.Co.
Emp. 7/17/1922  S.S. "Harry Luckenbach rammed and sunk the st. sch. "Henry T. Scott" near Neah Bay in heavy fog early yesterday morning. Four crewmen on the H.T.S. "drowned. She went down in 5 minutes. The "H.L." was undamaged.
HARRY LUNDEBERG

American frt.
Gypsum Co.

1. Pict. and info. Book 41; pp. 28
3. V.G. pict. and info. LOG Aug. 1955 pp. 52
1. (Info. on both vessels)

Album 43.
1. Good pict. in Apr. '52 SHIPS & SAILING Page 41.
HARTWOOD

Pacific Coast Wooden Steam Schooners

Lyman

946 tons, built 1916 at Hoquiam, by Matthews for the Hart-Wood Lmbr. Co. of S.F.
Carried 1250-M ft.
650 h.p. triple ex. steam
Wrecked on Pt. Reyes, June, 27, 1929.
HARTWOOD

Wood steam schooner.

1. Port, broad, slow in stream. CC.

2. Port, broad, floating high, bow near rocks. See Album 16.
A ship of this name was on the rocks in Vancouver narrows Dec. 6, 1907. Bound for Alaska. Seas were pounding her hard and it was believed she would become a total loss. See Nome Nugget for this date.
1. Stbd. broad, forward half gone; after half on even keel, resting on bottom near combers on beach.

2. Stbd. bow from the air shortly after being wrecked.

3. Stbd. bow from air.

4. V.G. 8 x 10 Neg. no. 2630
Rammed and sunk the old gold rush steamer "Excelsior" in S.F. Bay Jan 8, 1916. No lives lost.

A little more info. in 1947 DIARY Page Jan. 3.

Wrecked on rocks; Pt. Arguello, May 30, 1931
MORE INFO. BOOK 36; Page 77

D.A. Disp. 2/8/1916 says the "Harvard" rammed the "Excelsior just inside the Golden Gate yesterday. 21 crewmen were removed from the sinking ship. One man is missing. "Harvard" was undamaged.

See pp 34 SB Bill of Facts. No. 50 for info.
HARVEST QUEEN

Old Col River wet-
ass.

1. Port bow, blown aground a/s long pier; storm wreckage.
May have had some trouble Oct. 21. 1934
1. No picts.
She was a Government stern-wheel str. Offered for sale along with the steamers "Van Vliet" and "Lieut. Smith" in 1905.
1. Stbd. bow, in rapids, upper Columbia River.
2. Stbd. bow in Cascade rapids. (Lewis & Dryden)
HASSLER

Album 6

Old U.S. Rev. cutter.
Later "Clara Nevada"

Album 26

1. Std. broad, at anchor near wooded hills.  
   VG

2. Std. broad, at anchor near wooded hills.  (same)
Built 1872 at Camden, N.J. 319.49 gross; 133 net; 154' x 24.7' x 12'.

As U.S. Coast Survey str. she arrived at Sitka 5/7/’92
Lieut. Harber, commanding. (Giles B. Harber)
1. Stbd. broad, anchored in still harbor near shore.
1. Picts. as the "Portland!"
HATING

Old Str. Unit of CNR.

"Princess May"

1. No pict.

Bridge was on the site of the "II-Placed" "Istneder" when she hit last Mate Newtons of the 110 passes. and 100,000 in gold. Capt. Gossie

Dense fog 170 passes. She hit rocks in p.m. Oct. 10, 1901 in

ADD TO ABOVE: She hit rocks in p.m. Oct. 10, 1901 in

tragedy to the mercy and care of the "Duniabe"

would make no more runs this year. Leaving the British

K.M. Journal 10/26/1901 says she was high and dry, and

Correction: She ran on Lassauett Id. about Oct. 22, 1901

Reced and beat the "Humddoll" in Clarence streets 9/4/01.

Lassauett Id. during a fog. Had 175 pass. Capt. Gossie.

10/26/1901 was in D.D. at Ven. after being wrecked on
Renamed from Arthur Cass" to "Hating" in Apr. 1901

Nov. 2, 1901 she ran on rocks on Lasquetti Island (Str. of Georgia) southbound from Alaska with 175 passengers. Later refloated considerably damaged, and towed to Vancouver. No lives were lost.

Believe she later became the S.S. "Princess May"
Check time element---Nov. 2 1901 incident is correct. (See cards on "Princess May"
As the "Hating" she raced the "Dolphin" on several occasions---one being from Ketchikan 7/21/1901 and the result was not settled. It was believed the "Dolphin" was faster in race side by each but "Hating" made better time port to port.

7/11/1901 She and the "Dolphin" both arrived Skagway on one screw---stbd. engines on both were 'out' Racing again Repairs were made at Skagway.

Prior to her arrival here, Hating had been spelled "Hattien" built at Newcastle on Tyne. Her first trip to this country, 1600 ton steel steamer, her first trip to Skagway on 6/21/1901 Capt. Joe Goose brought "Hating" to Skagway on
Canadian steamer "Princess May"


D.A. Disp. 10/24/1901 "Hating" can be refloated---She is ashore on Jervis Island.

D.A. Disp. 11/2/1901 "Hating" ran on rocks on Lasquetti Id. last week and was badly holed. Had 175 pass. and all are OLK. She has been refloated and is now in the D.D. at Esquimalt, B.C.
1. No pics.
This tug commanded by Capt. Farrer was one of the two tugs that lost the "Star of Bengal" on Coronation Island. See large file card on " " ".

In JUNEAU CITY MINING RECORD dated Oct. 1, 1891 she was termed a steam schooner and the article stated that her master, Capt. C.P. Andrews was fined $100. for violation of navigation laws ---- pertaining to licensing of officers.

ALASKA TIMES (Sitka) 1892 says the Str. "Hattie Gage" Capt. Downs arrived at S.F. from the West Coast of Alaska. and was involved in a court trial.

ALASKAN (Sitka) 7/4/’91 Steam sch., Capt. Downes, arr. Tacoma and was to go to Western Alaska to look over coal deposits, etc.
No pict.

A heavier gust came up and with a sea she laid over then didn't come back up—filled and sunk. Saw no sign of life. Tug "Wm. Jolliffe" went out but found no trace. Later one body with a properly fastened life belt was found and the two lifeboats and davits found adrift too. All hands died crew of 4 and about 8 or 9 pass.
She was a propeller, 32' x 15' built at Pontiac, on Lake Wash. in 1893 and brought down the Duwamish River to the Sound. O.L. Hansen, owner and J.J. Hansen, master. She succeeded the "Quickstep" on the Dogfish Bay run—now Liberty Bay. Continued there until, 1898 when she went on the Hood Canal run, carrying mail. Service lasted about 2 months, when the "Delta" took over and she went back on the Poulsbo run until 1902. Capt. Alf Hostmark was Master.

In Mar. 1903 she was owned by J.F. Curtis & Sons and ran by Capt. A.H. Curtis. Replaced the "Peerless" on the Everett-Coupeville run and was on the run until the larger "Whidby" was built for the "Seattle-Whidby Id. run, then she was sold to B.C. parties in 1907 who renamed her "Sachelt" and placed her on the run from Van. B.C. to Sache. In Mar. 1911 she was on the Victoria-Sooke run but was not considered fit for the winter Straits of Juan run by old timers on the waterfront. Their forebodings were realized before the end of the month.

She left Mar. 24th for Sooke, stopped at William Head, cleared Beechy Head a mile or so off then hit the full force of wind up the Straits; An Indian witness on shore told what happened: She hit the wind, laid over, righted, then
1. In Tongass Narrows 3/20/54 (PCA--7)
1. Std. bread, still; (VG Magazine cut)
Rebuilt by the Todd Seattle Dry Docks, Inc. for the Ward Line of New York, and departed Seattle Jan. 1929. Renamed "Havana" and had previously been the Navy Hospital ship "Comfort". Taken over again in War II and back in service as the Navy Hospital Ship "Shamrock"
1. Port broad, slow on the River. (Mag. cut)
Built by the St. Louis Shipbuilding and Steel Co. of St. Louis, in 1946, for the Street Towing Co. of Zephyr Illinois. 126' x 29' x 9' depth and draws 6½' aft. Powered with twin 6 cyl. Superiors rated at 990 h.p at 360 r.p.m. 14½ x 20 and turbo-charged (bore and stroke) Will handle 10 10,000 bbl. oil barges which is 4-million gallons of oil or gas, or 15,000 tons bulk. Capt. Frank S. Crawford, pilot and Capt. L.E. Trovillion master on maiden voyage. (Motorship Aug. 1946)
HAWAII

Old 4-masted brigtn.

1. Stbd. broad being towed by "Lincoln" Book 38; pp 54
1. Stbd. broad, speed from the air. (Porthole)
Info. page 67 in Book 37.
HAWAIIAN ISLE

APA Sailing ship
"Star of Greenland"

1.
See file card on "Star--"
HAWAIIAN PILOT

Am.- Haw. Liner

1. Colides with "Jacob Luckenbach" Book 40; pp. 54-58
   60
1. Port broad, speed from the air. (Porthole)
Built at Pascagoula, Mississippi in 1945 along with her sister ships the "Hawaiian Craftsman" and "Hawaiian Banker"

492' x 69' x 29' 10384 gross; 8500 h.p. turbines drive her at 18 knots with a service speed of 16 knots. Her original name was "Sea Pegasus"

All three ships are used in hauling general cargo from Seattle, S.F. etc. to the Hawaiian Islands.

M.D. 12/2/50

Complete info. Book 37; page 65
Collision with tug, "Columbia Queen" Book 41; pp. 35
Collides with barge on Col. River Book 40; pp. 60-68
HAWAIIAN PLANTER
Matson liner 1955

1. Pict. and info.   Album 43.
1. VG. pict. (S&S Fall 1956; pp. 36)
Collided with and sunk the Nor. Frt. "Fernstråem" in S.F. Bay. See Book #34; pages 38, 41, 44.
1. Stbd. bow, speed. V.G. (Mag. cut)
Collision with "Sonja"  Book 40;  pp. 51.
1. No pict.
May 13, 1912 she broke loose from the tug "Pioneer" in the Gulf of Alaska, during a storm and drifted ashore on Montague Island, two days later. Seven of her crew were lost and only one, August Palmer made shore safely. Palmer says he is going to quit the sea as this is his 11th wreck and getting too near his 13th. He had trouble with bears on the Island before being taken off.

The "Haydn Brown" was built in Newburyport, Mass. 1876 and grossed 709 tons. She was 162' long.

D.A. Disp. 5/23/1912 tells August Palmer's story: He says the tug had to cut loose to save herself—the helpless barge drifted around for two days before going ashore. He was alone on the Island for 4 days before being picked up by the "Armeria" (U.S.L.H.S). Says he owes much to the bears on the Island—they kept him on the move...

Ironically, Palmer, after being rescued by the "Armeria" was also on her when she wrecked a few days after the "H. Brown" went ashore.

D.A. Disp. 5/21/1912 Had left Seattle 3/16 for Akutan Pass, under charter to the Alaska Whaling Co. 1100 tons frt. and 25 men. Towline cut on night of May, 10th. The tug and tow had unloaded frt. and pass. and was on way south 7 men and Capt. L.D. Peterson were lost.
1. Bow view coming through the Stikine rapids.

2. V.G. Colored cover. Alaska Sportsman Apr. 1943

3. Speed on Stikine River. (PCA-10)

4. See PICTS in A/S Story on Stikine River Aug. Sept. '64
Launched in Aug. 1933
Designed by Syd Barrington.
93' x 25' x 16'' and has two 135 h.p. Superior diesels.
Has Joe's reduction and reverse gears and makes 11 knots.

Empire: 5/10/1919 "Hazel B. No. 3" Capt. Syd. Barrington makes the first trip of the season up the Stikine to Telegraph Cr.
Emp. 4/23/1925/8 "Hazel B. No. 2" launched at Wrangell.
Reputed to be the first twin screw riverboat in world.
HAZEL DOLLAR

D.A.Disp. 1/12/1917 pp.4  "Hazel Dollar" left Seattle today with frt. for S.E.Alaska ports.

NOTICE: I find no record of a vessel of this name in the Blue Book for either 1916 or 1917 (There was no B.B. printed in 1917)
HAZEL ROBB
Cannery tender.

1. Pict. at Ketchikan Oct. 1954
2. 2--VG at Ketch. City Float 4/19/54 (PCA--7)
Empire: 4/30/1920/6 Broke loose from her anchors at 08:00 on the 25th. in Kwain Bay, near Tree Pt. in a storm. Blown over a reef, broke her rudder, and holed but was saved by the boat "Constance", Capt. Sam Bartholomew, who managed to get a line to her and towed her to safety.
See account concerning her on back of card on "Mt. Royal"
1. Fair pict. underway near shore. (Book 43; pp. 44)
1. Starboard qtr. at old Coleman Dock. All white, two stacks
From Seattle P.I. clipping.

2. Same pict. (taken before 1920) (Spiral 15; pp 28)
H. B. LOVEJOY

Wooden steam schooner
"Salmon King"

1. Stbd. bow; being launched. (Good Mag. cut)
Slid down the ways at the old Ballard Shipbuilding Co. yards in Ballard in 1918. 1067 tons she operated faithfully in the coastwise lumber trade until the 30's when she went on the retired list and was finally broken up. Her hull was sunk as a breakwater at San Pablo Bay.

M.D. 12/23/50
H.B. LOVEJOY
Pacific Coast wooden steam schooners. "Salmon King" Lyman
Built 1918

1076 tons and of 1000-M foot lumber capacity, was built at Seattle by the Ballard Shipbuilding Co. of that port. She was powered with a compound engine of 600-hp from the Union Iron Works. In 1926 she was bought by the Crosby Fisheries of Seattle, who renamed her the Salmon King. She was laid up at S.F. after her arrival from Bellingham in March 1930, and was dismantled there in 1939.

Emp. 4/27/1921/7 The frt. "H.B. Lovejoy" is stranded on the mud flats at anchorage and her rudder-post is broken. Ran into a bad blow on the way North and lost part of her deck-load and shifted her cargo. Is being repaired
1. Stbd. broad. passing out under Golden Gate Bridge. (Magazine cut)
12,800 ton Standard Oil Tanker was torpedoed by the Germans (submarine) in the Arabian Sea. She was named for the Company's president who was a sea-faring man, having served as third assistant engineer during the gold rush to the Klondyke on the old "Cottage City"

MORE INFO. BOOK 36; Page 21
1. Port bow at Rock dump float: Juneau. (Good)
Pict. taken when she was headed North for the first time. Capt. Einar Haugen is in her and Al Lindegard was Mate then Asst. Eng.

B.S.P. 1050 is a Martinolich built barge and is one of five that the A.T.S. condemned for outside use due to structural defects. Powered with twin V-8 Caterpillar diesels. She is 105' long.

While laying at Juneau in Aug. 1949 she was hit by the corner of a scow that Capt. Lynn Jorgensen of the F.W.S. "Crane" was manouvering alongside. Damages to the stern were considerable and it was discovered that the area was rotten. She was repaired at Ketchikan before heading north for her first season.
1. No picts.
See "John F. Healy"
HEALY I
Ex. Navy YMS

1. No pics.
See index of fire in 1952 Daily Journal.

Sank June 7, off Yarrow Pt. after explosion and fire. Raised by Otis Shively and his tug "Alitak" and towed to deep water between Fairweather Pt. and Sand Point then filled with water and sunk in 185' of water.

Firemen fought the fire, which destroyed the ship for 13 hours after a short circuit ignited 2000 gals of diesel fuel and 1000 gals of gasoline.

M.D. Oct. 18, 1952
1. Stbd. broad, speed as Lighthouse tender. VG
2. In group picture. Bristol Bay.
3. Stbd. bow, still Seattle Hbr. (Mag. cut)
Built in 1903

She arrived in Singapore, supposedly to be scrapped in Oct. 1948 but reports state that she is now in active service in the Singapore-Dutch East Indies trade.

When she left Seattle she was in command of Capt. Martin Gagino who purchased her from the Gov't surplus.

Marine Digest 10/30/'48

Built 1903 at Seattle, Wn. 731 tons; 750 h.p. steam
165' x 28.5' x 14.9'

MORE INFO. BOOK 36. Page 9
MORE INFO. BOOK 35; Page 39

In mid-Dec. 1944.

Sold for service on the China coast.

4/22/1948

In the IIth C.G. DASH (Southern CALLT.) [Page 7]

In collection with Jeremy CHIPPEWA in fog off Durnawish H''

P.W.B. Nov. 1962 mentions a new 1891 C.G. vessel on the

PH qB1IDRMncrJJo ~oJ Ul VNGddTHO AJJaJ q~IM U01Sl1100 uT

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P8UOI4.B4.s 51

IIJ'31-f4.BaHII 1;>10

8q+

8q~ JO 1assaA ·D·D
HECLA
Old Alaska bark

HEGG

Juneau mail-boat
1906

See card on "A.E.Hegg"
1. Port broad, still. (Mag. out) Same as "Hiye Maru"
Former express motorship of the famous Japanese N.Y.K. Line. Reported seized along with all the others of the fleet by the Jap Army during War. II

Converted to a Jap. sub tender during the War. and was later bombed and sunk by U.S. Navy planes on Feb. 17, 1944.

M.D. 9/9/50
1. Stbd. broad at pier. (Porthole)
New NYK vessel named for the old ship of that name.
Built 1951. 438' x 26' 3" x 9400 deadweight tons.
Service speed of 14.5 knots. Will operate to Pacific
N.W. from Japanese ports.

M.D. Nov. 17, 1951
HELEN

Med. Canadian frt.

1. No picts.
HELEN

2-masted schooner
Alaskan

1. No pict.
50 tons burden; commanded by Capt Simpson, was wrecked on Capt Pankoff, Alaska Peninsula Sept. 7, 1893 during a severe gale. All hands were saved.
ALASKAN (Sitka) 5/3/1894 says sch. "Helen" Capt. Henry Strong wrecked in Port Mulgrave, Yakutat Bay today. Had lost her rudder at sea, made port, was nearing beach to be beached for replacement when she hung up on a reef. She capsized on ebb tide 27/82 tons; Crew of 15 men O.K. Owned by Edward Simpson of Seattle and was sold as was, to Capt. Storey (Torey) of sch. "Alice" for $120.00. He planned to repair her and have her sealing to westward by Aug. 1st '94.
1. Two halves drifting—taken from above. (News out)
9/16/1946 Mystery in death of old Alaska run skipper, Capt. Wm. H. Curran of Seattle who was Master on this vessel stranded in the English Channel. His body was found on deck 24 hours after all her crew taken off.
HELEN BREWER

Bark (main skysail yarder) Steel hull.

1607 tons. Built in 1891 in Scotland for the Honolulu-to-New York trade (sugar). Mar. 7, 1903 she cleared Sourabaya, Java, for Delaware and was never heard from again.
1. No picts.
See "Fortune Hunter"
HELEN CONRAD

Codfish schooner

1. No pics.
HELENE
P.C. Wooden Steam Schooners

672 tons; Built at Hoquiam, Wn. 1906 by G.F. Matthews for Emil T. Kruse, S.F.

Carried 750-M ft. lumber. Had 450 h.p. compound engine from Willamette Iron & Steel Works.

Scrapped in the middle 1930's
ALASKAN 1/14/1893 says she was crushed in ice. There was only one survivor and he will lose both feet. He was picked up by the whaling bark "Jessie Freeman". On the card designated Whaling Ships is two others, one the "Helen Moore" and the other "Helen Mary". These may all be the "Helen Mar". Check Blue Books.
HELEN MAR

Old whaling bark.
Alaskan

1. No pict.
Juneau City Mining Record Oct. 6, 1892. She was wrecked by being crushed in the ice while cutting up a whale. Capt. Thaxter was in command. Word was brought to S.F. by the steam whaler "Beluga." Only 5 men in her crew of 33 were saved. A number of the men managed to make it on the ice but died of exposure etc. The 5 who were saved had been about 48 hours on the ice before being rescued by the steam whaler "Orca." Later another whaling ship named the "Reindeer" was also on the scene.
286 tons; built 1904 at Hoquiam by G.H. Hitchings for the L.E. White Lmbr. Co. of S.F.


Passed in 1917 to the Goodyear Redwood Co. and in the early '30's to the Beadle S.S. Co. A few years later she was acquired by the Gardenia Packing Co. of S.F. who fitted her out as a floating sardine reduction plant.

She was laid up at S.F. Sept 1936.

1. Pict. and good info. pp 47; Sept. '53 S.& S.
HELEN T

Old type cannery tender

1. VG. Pict. at Ketch. City Float. Oct. '54 (PCA-7)
This 55' boat was used on the Beaver Falls project at Ketchikan in 1954 and 1955.
Exploled and sank Jan. 18, 1956 Roche Hbr. in the San Juan Islands. Two crewmen uninjured. (Book 39; pp 62)
HELGA CAROLINE
Sm. old Schooner
Juneau 1895

1. No picts.
She left Juneau July 29, 1895 with a party of prospectors for the Turnagain Arm country in Cooks Inlet.

4/21/'94 under Capt. O. Peterson, of Tacoma, she arrived at Sitka bound west on a sealing trip.

3/23/'95 Left Sitka on a sealing trip.
1. Stbd. broad under full sail.
Not much on her except a short story on Arvid Franzen Seattle ship-breaker. Franzen shipped out on her at the age of 18 in 1897. She was commanded by a Capt. E.W. Sucksdorff who was still alive at the age of 80 and living in Helsingfors, Finland. Franzen has a fine beach tract about a mile north of Picnic Point near Edmonds and has burned and scrapped over 20 ships which have all been buried in the sands.

M.D. July 23, 1949
Port broad at slip; Petersburg Aug. 29, 1948
HELORI

Old Seattle yacht.
About 1914.

1. Info. only   Book 41;   pp 51.
From 20 yrs. ago today in M.D. July 3, 1954

'New vessel being built for the U.S.L.H.S. had passed her trial runs very handily. Built by Berg Shipbuilding Co. 174' x 32' and cost $300,000 Cruises at 12.8 knots.
See "Katie Hemrich"

2. Stbd. qtr. leaving Tacoma with Harding party; for Alaska. Magazine cut)
Was under command of Capt. Borkland of Seattle when she brought President Harding and party to Alaska in 1923.

Some info. Book 36; Page 21

See card in Juneau file on JUNEAU PRES. OF U.S. ARRIVES.

Add. Emp. 7/27/1923 Transport "Henderson rams U.S. destroyer "Zailin" in fog at 08:00 today near Port Townsend, Wn.

There is also a card in Blue Files on ARMY TRANSPORTS.

See card on COLLISIONS--VESSELS Emp. 7/30/1923 Unidentified str. rams 5-masted bktn. "Monterey" in fog and speeds away. and later on 8/1/1923 "Henderson" identified as mystery ship in collision.
1. Stbd. broad, near shore, Movie scene. (Mag. cut)  
2. Pict. of foredeck showing old cars used in filming  
   of "Bend in the River" (Mag. cut)
3. Port bow; racing with "Portland" (Porthole)
4. Stbd. qtr. sunk, upright in shallow water. Dec. 11 '50  
   Page 23; July 1951 SHIPS & SAILING
5. Good near broadside sunk; Page 25 " " July 1951
6. Good pict. as the "River Queen" speeding by Cape  
   Horn on the Col. River. (P. 65; Apr. '52 S.&S)
Story and some information on her in P.M.B. Magazine for Oct. 1951 Page 29. (Saved whole issue)

Built in 1912—the hull of this vessel is a successor to an older "Henderson" built in 1902.

Used by Universal-International movie Co. which was making a picture on the Columbia (And on the Sandy River)

The picture is 'BEND OF THE RIVER' The "Henderson" in the picture is called the "River Queen"

M.D. Sept. 15, 1951

In the race with the "Portland" Capt. Sidney J. Harris (Happy) Harris is Master. James Stewart, Movie star, was aboard.

See story Page 16 Mar. 1952 P.M.B. (Workboat Journal)

Good story of sinking in July 1951 SHIPS & SAILING

Good pict and story Page 29 PMB Oct. 1951

VG. Late (1956) July Book 44; Page 34; 45-56

MORE INFO. IN BOOK 27; PAGE 44
HENRIETTA

Clipper steam sch.

1. Port broad, in Ketchikan Harbor.
Believe this is the vessel of that name that was in Skagway 7/9/1906 as a frt. unit of C.P.R. loaded with lumber and live stock.


D.A.Disp. 9/19/1905 Collier "Henrietta" arr. Juneau today.

Empire: 7/3/1920/2 "Henriette", old steam sch. familiar on Pacific Coast waters is now a sailing craft in South Pacific waters according to Capt. A. Woodside, of S.F. who purchased the vessel from the Grand Trunk Col of B.C. (Pacific Coast Nav. Co.) after they wore her out. He removed her steam engines then rebuilt her and rigged her as a topsail schooner for about $85,000.

She was originally built as an iron bark under the French flag. Was wrecked on the Col. River Bar and sold 'for a song' to Japanese interests who raised her and installed twin steam engines in her. They made barrels of money with her. Later she passed to seven successive owners who all made money with her before finally passing to Capt. Woodside.
9/20/’92 commanded by Capt. Pinckney, she was seized for illegal sealing and towed to Sitka by the Rev. cutter "Corwin"

11/25/’93 Br. sch. "H" released to her master Capt. Macyah Pinckney and departed today for Victoria, B.C.
1. No picts.
Was towed into Skagway June 19, 1903 by the tug "Escort No. 2". Had 124 steers, 250 sheep, 5 horses and 50 hogs for transshipment to Dawson. DAILY ALASKAN (Skagway)
1. Port bow, juggling "Western Larch" type barge. (Mag.)
1. Port broad, slow near shore. (Mag. cut)
The steamer HENRY BAILY was built on the banks of the Puyallup River in 1883 by John J. Holland for the Pacific Nav. Co. headed by Gen. J.M. (Jim) Ashton. Built expressly for the Skagit River route and served that route for many years.

Her first purser was Joshua Green (later of P. Sd. Nav. Co). Next purser was Frank Waterhouse (Later of the famed shipping Co.) Fred H. Marvin, later outstanding in Tacoma waterfront circles served as purser on her some time later.

In 1894 she struck a snag on Freswater Slough and sank. Raised, repaired and sold to Chas. H. Lilly who renamed her CITY OF CHAMPAIGNE. Lilly later sold her to H.H. McDonald and W.P. Gilkeson. In 1899 a completely new hull was built, and the house of the original vessel was moved on to the new hull, known as the SKAGIT QUEEN.
HENRY C DENNIS
Sealing sch.
1892

9/23/1892 she arrived at Seattle from the Siberian Coast with 2400 skins.

Wrecked on Japan Coast near Hakodate 4/13/’94, Capt. E.H. Miner. Total loss; sold to Japs for $800. Was insured for $8000. Built 1882 at Essex, Mass. by Brown, Pray & Norton and came to the Pacific in 1890 went sealing that year and was sold in ’91 to Mr. J.C. Nixon of Seattle.

1/9/1889 under command of Capt. R.O. Lavender, she was due to arrive soon from the East Coast. 60 ton sch. ALASKAN (Sitka) 3/28/’91 says she left S.F. with naptha launches and is the 1st. vessel fitted with them. Experiment will be closely watched.
HENRY FINCH
No. 96613
Sm. str. (May have been sal. tug.)

1. No pics.

Anna Barrow, which was docked there. Some damage.

D. A. Dis. 7/22/1902
Henry Finch was repaired while laying at the Doolis Wharf at 00:30 this morning by the fire.

D. A. Dis. 7/5/1902 pp.2: More V.G. Stuff on the tug "Henry Finch" here; to arrive for
Built 1902 at Seattle, Wn. 52 gross; 20 net; 52.5' x 12.8' x 5.7' (Gas-boat)
She was in Juneau June 28, 1902 commanded by Capt. H. Finch who was going to try to raise the "Islander"

There was a story of the Finch family in M.D. 3/31/51 Great grand-father Finch was a diver in the British Navy, Grand-father was a commercial diver in Eng. and the U.S. Henry Finch, Sr. devoted almost his entire life to diving East Coast, Great Lakes and around Seattle. His son Henry Jr. is now carrying on the family tradition.

The article by R.H. Caulkins in 'Observations from the crows nest' says they dove the 14,000 ton Islander in 1902 with a diving cage, but due to 'position' of the vessel couldn't get at the strong room. They decided to wait a few years until she broke up. That was Finch, Sr. he died in Seattle a few years later at the age of 75 and his son Henry, Jr. made another unsuccessful attempt to dive the "Islander" some time later.
HENRY FOSS

Foss L. & T. Co.
Diesel tug.

1. Port, broad, speed, as Foss tug, P. Sd. scenery. VG
2. Three cuts; as the "John Cudahy," being rebuilt and as the "Foss" Magazine cuts. Good.

Ex "John Cudahy"
Built in 1913 at the Union Iron Works yard of S.F. 1596 tons, was a sister to the "William Chatham", although her rated lumber capacity was 1500-M feet, 50-M more than the 'C hatham'. She was ordered by Eschen & Minor of S.F. and was operated for her first three years by the Calif. S.S. Co. In 1917 she was bought by the Alaska S.S. Co. of Seattle. She is out of registry in 1923.

NOTICE: She may have been renamed "Seward" See D.A.Disp. for 2/1/1917 pp.1.

See reverse side....
Built 1913 at S.F., Calif. 1596 gross; 915 Net. 25 crew. 234.5' x 42.7' x 14.5' 1250 h.p. steam.

Emp. 7/17/1922 rammed and sunk near Neah Bay in heavy fog early yesterday morning by the S.S. "Harry Luckenbach." Four of her crew drowned when she sank in 5 minutes. The larger vessel was only slightly damaged.
1. Port broad, at dock.
No pictures Dec. 1, 1948
Port near broad at repair yard pier. (Porthole)
(as the "Citrus Packer")
She is the vessel that was being towed from Suisun Bay, Calif. where she had been laid up by the Maritime Comm. to Seattle, Wh, by the tug Sea Fox when the tow-cable parted during a blow. The P.Sd. T & B. tug "Neptune was sunk trying to pick up the drifting vessel near the mouth of the Columbia River. (Miki type "Neptune")

"Her--of the Morn" built at Oakland, Calif. 1943 as a cargo vessel C2-S-EB type. Transferred to the Navy for use as a Personnel Attack Transport in 1944 and laid up at Suisun after that in Reserve Fleet.

Purchased by the Waterman S.S.Corp. and is one of 11 that will be reconverted to frt. and limited passenger service. This one will be worked on at the Everett Pacific Dry Dock Co. at Everett.

M.D. 11/13/48
1. No picts.
12 ton str. built at Anvik in 1906
Std. qtr. at low pier. (Mag. cut)
HERBERT L. RAWDING
4-masted schooner

1. Picts. and story. P. 43 to 47. Sept. '52 S.& S.
No pict.

1. Port broad, speed. (Mag. cut)
Built in 1907 at Camden, N.J. for Shipowners and Merchant Tow-boat Co. of S.F. 414 gross; 221 net; 134.9' x 26.1' x 15.5'. Passed to the Rolph Navigation Co. during the first war and in 1918 was again sold---to the Western Penn. R.R. Co. She was still in use in 1943.

Operated in 1950 by the Western Pacific Railroad, at S.F.
HERCULES

P.C.A. 2
Album 27

Miki-type tug.
P.S.T.B. Co.

1. Port broad, at N.T. Co. dock, Ketchikan.
2. Port broad, still, calm; Puget Sound.
3. V.G. Cover Nov. 1953 P.W.B.
4. Pict. in Book 42, pp. 27.
5. Picts. and info. (Book 43; pp 40-44-45-46)
1. Port bow, caught in Arctic ice. (Magazine cut)
1. No pict.
2. VG Bow view STEAMBOAT BILL Summer 1959 pp 34.
(HERMAN LIEBES) Built 1898 at Dutch Hbr. 456 tons; for the Arctic Exploration Co. (Known on the river as the 'discipline ship'—probably had a reputation as a tough vessel—at any rate whenever crew men or officers fouled up on other boats they were transferred to the "Herman". She was laid up on the ways at St. Michael in 1944.

337 net; 155' x 36' x 6.6' Built at S.F. according to the Blue Book.
1. In Tongass Narrows. War paint. (Album 28)
Have a card with some slight info. on her in the MODERN VESSEL FILE---Operating out of Seattle....
1. No pict.
Built 1903 at Hoquiam Wn. for bar work on the Coquille River Bar. 117 gross; 75 net; 83.5' x 22' x 9'

Sold to the Alaska Railroad in 1914 to work at Seward. Passed to Capt. James Brownfield as unit of Independent Towing Co. of Seattle in 1920. Was the "L. Rosco" until 1920 then renamed Hero. Sold to Los Angeles interests in 1928.
1. No picts.
5/15/1940/6 Fisheries Research launches new boat "Heron"
Designed by Edw Monk. Has 135 h.p. Murphy diesel, 6-cyl.
58' x 13.5' x 4.5'
1. Port, broad, still, at sea, under full square rig. G.
2. Port broad; aground near rocks. (P.35 July '51 S.& S.
3. Good stbd. bow.
Ran aground on the rocky Devonshire coast in April 1936 laden with wheat from Australia. She managed to float off but took the ground again and broke her back. That was the end of her. She had won the Australia-to-England grain races several times, and earlier had been a German school ship. She could run at 15 knots (16 in ballast) but was heavy to handle.
Canadian courvette
Now "Chilcotin"

1. Picts. as "Chilcotin"  See card on latter.
HESPER

Bark---in the Pacific trade.

1. No pics.
2. Stbd. broad; sketch. Book #34 page 10
3. Stbd. broad; anchored P.Sd. (P.38; Oct. '51 S.&S.)
Capt. P.A. McDonald says she made passage Honolulu to Port Townsend in 1866 in 11 days, under sail.

See story in C.C. Caulkins "High Tidē"

Some info. Page 38; Oct. '51 SHIPS & SAILING)
HESPER

4-masted ship
East Coast)

1. Hulk on beach. (p. 64; Apr. '52 S.&S.)
1. No picts.
A small steam tug from S.F. Wintered at St. Michael in 1898.
1. Stbd. broad, passing full speed under Golden Gate bridge.

2. Bow smashed, laying at pier; head on view; close.

3. Stbd. bow, close-up. (Porthole)

4. Group of Mag. cuts. all good. (Mag. cuts.)

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

Scrapped see page 62 in July 52.

More info: Book 36; Pages 22-66.
M. D. May [ ] First, 1948 Porthole Picture. Story; 
'Most popular and widely known passenger vessel that ever 
operated on the Seattle-S. F. run.

During World War I she went to the East Coast as the 
transport "Great Northern" and operated to France, and 
more than once bettered the time of the "Leviathan" 
She again served the country in World War II as the 
troop transport "Gen. Geo. Simonds" 
After the war she sold for scrapping for $112,666. 

In 1923 or '24 she and the "Dorothy Alexander" when 
700 miles apart, carried on the first inter-ship telephone 
communication in the history of the Pacific.

Her name was changed to "Gen. Geo. S. Simonds" on May 
11, 1943 to avoid confusion with another ATS transport by 
the name of "E.B. Alexander" She was purchased and scrapped 
by the Boston Metals Co. of Baltimore, Md. in spring of 
1949.
See page 16 in July 1937 PMB. for account of her running on Cake Rock, south of Cape Flattery

Emp. 8/7/1922/8 S.S. "H.F. Alexander" hit Cake Rocks, off LaPush, Wn. at 00:25 today. Was holed but backed off and is proceeding slowly to Seattle. 300 pass. and 225 crew are O.K. Hit in the same place as the barge "Pirrie" in 1920 in which all but 2 of the 23 on her were lost.

VG pics. and story on her and the "Great Northern" of the old Admiral Line. (S&S Fall 1957 pp 40)
See card on ADMIRAL LINE for more info.
Emp. 5/23/1922 The Italian S.S. "Undrea" collided with the "H.F.Alexander" last night off the Philadelphia Navy Yard. The "U" was badly damaged. The "H.F.A." was loaded for the Pacific Coast.
1. Stbd. near broad on N.C. Co. ways Sept. 29, 1948
2. Bow view in N.C. Co. ways 9/29/48
1. No picts.
1. Stbd. broad, at Ketchikan City Float.
2. Stbd. bow at Newtown float, Ketchikan
Was a unit of F.S. (Forest Service) in 1921—
Emp. 8/31/1921/6 The U.S.F.S. beat "Hiawatha" was built
the yacht "Konaire" at Boston in 1914 in the Lawley Bro's
yards for $65,000. In 1917 she passed to the Navy for
use as a 'Y.P.' or light patrol boat. (for $33,000.)
She has oak ribs, teak planks, pine decks and her inter-
ior is all mahogany. 98' x 16' x 6' Powered with two
80 h.p. Winton gas engines and makes speed of 11 knots.
Capt. Lyle Blodgett is in command.
HIAWATHA

Str. to be built for
A.S.S. Co. 1905

1. No picts.
DAILY ALA-KAN (Skagway) says the A.S.S.Co. was to build a new ship of this name Feb. 18, 1905 for the Alaska run. Her engines were to cost $160,000. and would be built by Heffernans who built the engines in the "Jefferson" (I find no record of her ever having been completed)
1. Port broad, Seattle. (Magazine cut)
   Looks exactly the same as a cut called:
   "Hiye Maru"
1. Port broad, speed, at sea, some sail. (Porthole)
Story of full-rigger of that name which may be same ship. Book 37; page 22

NOME NEWS says she was lost off Vancouver Id. B.C. during a severe storm. Dec. 2, 1901. Loss $20,000

DAILY ALASKAN (Skagway) Dec. 6, 1901 says she was lost on the second in a storm off the Coast of Washington while bound from Tacoma to S.F. with load of coal. Foundered—her crew was saved by the sch "Arilla" which saw her distress signal.

ALASKAN (Sitka) 4/13/1905 as a unit of A.P.A. she was slated to leave S.F. for Cannery at Cook's Inlet.
1. Two port broad speed Juneau Harbor. (Original)
2. VG. mag. pict. as rebuilt. (PCA--7)

11/12/1938  "Highway" has broken propeller at Windham Bay. "Seal" Capt. John Selevold, out to tow her to Ketchikan.

3/17/1943/3  C.G. abandons search for the "Highway" which left Skagway on Feb. 5th towing scow "Mercer No. 1" Believed lost on or about Feb. 7th near Ralston Island. Last seen that day off Eldred Rock Lighthouse. Temp. was 18° below at Skagway and a gale of 75 miles was blowing from the North. The scow was found wrecked on Ralston and Lincoln Island. Wreckage from the boat was (believed from her) found on both Ralston and Lincoln Isds
5/11/1935/6 Olson & Sunde in Lake Union bid $11,547 to rebuild "Highway" for B.P.R. etc.
10/7/1935/8 Good pict of the "Highway" as rebuilt.
HIKAWA MARU

Large Jap steamship.

1. Port bow, nose ashore on West Point. Tugs "Goliath" and "Neptune" in picture.
2. Port broad, slow in stream. (Porthole)
11621 tons: built in Japan in 1930

Only ship of once powerful N.Y.K. Jap steamship line that wasn't sunk during World War II.

11,000 ton Jap freighter of N.Y.K. line. Reported coming to Seattle in Sept. 1949 as a show boat complete with Geisha girls.

M.D. Sept. 17, '49

MORE INFO. BOOK 36; Page 21

1. (Info. on both vessels of that name) Album 43.

2. VG porthole pict of 2nd of name. (PHP--4)
HILDUR FOSS
Foss L. & T. Co.
Diesel tug.

1. Stbd, nearly broad in locks.  VG

Ex "Venture"
1. Two-picts. piled up near South Passage Pt. Light after breaking loose from Jack Crowley's "Lassie" Apr. 1954 (PCA--7)
HIRAN
Navy patrol-fish packer

Port broad, Seattle. (Magazine cut)
Looks like same boat as one marked;
"Heian Maru"
Former N.Y.K liner on the Japan, Seattle route. She was the vessel that brought U.S. Prisoners to a rendezvous with the exchange vessel "Gripsholm". She is an express motorship.
1. Pict. taken looking aft and showing crowd on her decks during launching in 1902.

2. PICT. as "Geo E. Billings." BOOK 33; pp 18
Built at Port Blakely in 1902. 225' long 1237 tons gross; She was a 5-masted sailing schooner.
HOBSON

U.S. Destroyer esc.

Picts. from Life mag. (Collision with Air-carrier "Wasp"
Large Envelope No. 5.

The above story is now in (Note Book 23; pp 58)
HODAKASAN MARU
New Jap. M.S. (1955)

1. VG porthole pict.  (PHP--4)
1. Stbd. near broad, at pier. (Porthole Pict)
1. Port, quarter, wallowing in trough at sea.
1. Stbd. broad at Juneau City Wharf.
2. Stbd. broad at Juneau Wharf; Four subs a/s.
HOLLYWOOD  
Steel Frt.

Built  1920 at Los Angeles, Calif.
Dimensions  410.5 ft.  54.3 ft.  27.2  Gross 5613
Power  2800 h.p. steam.  Net 3526

Lost in European waters during the war.
HOLYOKE BRIDGE

Steel steam schooners of the P.C.

Lyman

Built 1920

3286 tons, was bought from the Shipping Board in 1926 by Swayne & Hoyt, S.F., who renamed her the "Point Reyes" In 1936 she became the Coast Trader of the Coastwise Line of Portland.
HOMER
Small old Steamier.

1. No Pict.

2. Pict. as salvage str. 1955; and story of salvage work
   NOTE BOOK 24.
Built at Bandon, Ore. 1891 146' x 35'8" x 17' For a few years after her launching she was operated on nearly every northern route out of S.F. and has recently been running to Yaquina under Capt. Paton.

Advertised in Juneau papers in 1900 as a unit of the West Coast Steam Nav. Co. olying to S.E. Alaska ports from below.

NOME DAILY NEWS Oct. 14, 1899 says str. of Alaska Exploration Co. was in Nome this day.

Was at Dutch 6/11/1901

D.A. Disp. 5/8/1903 Str. "Homer" left Portland with supplies to build the Scotch Cap Light house which is to be finished in June. From there she will go to the site of the Cape Sarechef Lighthouse and begin work.
1. Port broad, near DuPont, coming in to Juneau.


3. A/s Juneau Cold Storage dock manoeuvring with "Alma" (PCA--7)
Hits rocks---repaired. Book 39; pp. 13.)
Barge: ex. sailing ship.

1. No facts. Pict. of remains—being scrapped.
3. Info. being scrapped. ALBUM 31; pp 84.
Built as the "Zemindar" by Harland & Wolff, at Belfast Ireland in 1885, and was known in turn as the "Otto Gildemiester", "Homeward Bound", "Star of Holland" and finally the Canadian barge "Homeward Bound". She crossed the Pacific under sail from Melbourne in a little over 35 days as late as 1916.  
M.D. 11/4/50

She was cut up for scrap during Oct.-Nov. 1950 at the P. S. B. & D. yards in Seattle.
1. (Info. only)  Album 43.
2. VG porthole pict.  (PHP--4)
Port broad, distance, towing scow astern off Inner Point.
1. No picts.
There was an add in an old Juneau Mining Record stating she was for sale. 31 tons and only 2 yrs. old. See a S.O. Wheelock at the Franklin Hotel. ARM. 4/7/1900

Built 1898 at Seattle 31 gross; 21 net; 54' x 11.6' x 4.3'
HOPE

Old bark.

1. No picts.
HOQUIAM

P.C. Wooden Steam Schooners

Lyman

644 tons; built at Fairhaven by Matthew Turner for his ownership in the Bendixson yards a portion of which he leased for the purpose. Had a compound engine 400 h.p. from the United Engineering Works, and carried 750-M ft. lumber.

In 1907 she passed to Capt. Turner's successors, Bowes and Andrews.

Her last coasting voyage was in Dec. 1923, after which time she has been operated as a garbage barge by the Oakland Scavenger Co. taking the refuse from the city of Oakland beyond the Farallones and dumping it at sea.

Built in 1906.
HORACE X BAXTER
Pacific Coast Wooden Steam Schooners

1293 tons built by Kruse & Banks 1917 and practically identical to FRED BAXTER. for the J.H.Baxter Co.

In 1937 became the PORT ORFORD of the Port Orford Lumber Co. and was wrecked DEC. 23, 1942 on Yasha Island in Chatham Straits, Alaska during a snow storm.
HORAIISON MARU

Jap Steamship
Capsized on the Grays Harbor Bar Mar. 4, 1926 but without loss of life. She had a large deckload and had not had time to cross into deep water and add water balast when the accident occurred. She is to be dynamited by the Coast Guard as a menace to navigation,
HORIZON  Ex. Navy ATA tug.

1. Stbd. near broad from the air. (Mag. out)
Used with "Yellowfin" N.B. Schofield" "Crest" and "Black Douglas" in sardine research. For more info on work see back of card on "Yellowfin".
HORNET
P.C. Wooden Steam Schooners

660 tons; built at Aberdeen, Wn. by John Lindstrom for
Fred Linderman, S.F. in 1906
In 1917 sold to the Axim Trans. Co. of Pensacola, Fla.
and two years later to the Mengel Box Co. of that port.
In 1921 she returned to S.F. under the ownership of S.E.
Slade. In 1925 she sold to the Hawaii Meat Co. and in
1926 to the Interisland Steam Nav. Co.
She was scrapped in 1928
Carried 750-M ft. lumber.
1. No pics.
NO RECORD IN BLUE BOOKS.

She was in Wrangell in the fall of 1898 and had made several trips. Commanded by a Capt. Hackett. Was definitely there Aug. 31, 1898. She arrived at Wrangell, northbound from Vancouver Sept. 16, 1898.

Fort Wrangell News 8/31/98 says she was in port with a broken propeller which was repaired here and she proceeded on to Vancouver or Victoria, B.C.
See story of her wreck etc. in 'Secret of 100 Sunken Ships Envelope No. 17. The above is now in ---------(Note Book 23; pp 121)
1. Port broad, proceeding jury rigged at sea, after being dismasted. (P. 33; July '51 SHIPS & SAILING)
Some info under picture.
Houston
Pacific Coast Steel Steam Schooners   Lyman

3280 tons; built in 1920 at Mobile by Mobile S.B. Co. for Shipping Board. 5000 deadweight tons; 1600 triple-exp. by Ellicott Mach. Wks. Baltimore
324 ft x 46.2' x 25.
1929 bought from S.B. by Gulf Pacific Line of S.F. operated by Swayne & Hoyt (along with "Minooka") and renamed "Point San Pedro"
Passed to McCormick S.S. Co. in 1931 and still owned by them in 1941.
Feature story in the NOME DAILY NEWS 8/24/1900 V.G.
1. Port broad, still. New York bridge in background.
PCA 6

1. Port qtr. sunk in Bellingham after explosion. (ag. cu)

2. Picts. taken in Ketchikan.
Built 1929 at Tacoma, Wn. 94 gross; 64 net.
77.4' x 19.2' x 9.4'  200 h.p. diesel.

She was tied at the P.A.F. pier in South Bellingham Oct. 27, 1949 and was being prepared for the winter by two engineers. Ed Chapman and Ragnar Jonasson went aboard in the morning and Chapman threw a switch in the engine room when the ship blew up. The blast blew Jonnason 30 ft. to a point on the dock and Chapman fought his way to the deck and was helped to the dock. The boat sank. Diver went down after fire and found that hull was resting on the bottom and the cabin was floating free over it. Also the bow was split on both sides.

The boat was built 35 year ago and had a new cabin built 4 years ago after the other house had been blown off by the Japs. when they bombed Dutch Hbr. early in '42 Valued at $38,000 with a replacement value at $75,000.

M.D. 11/19/49
H. P. DREW
Wooden steam schooner

1. Good pict. Page 43; Aug. '53 S.& S.
HUCK FINN
Miss. River tug.

1. Near Bow on. (Mag. cut.)
Most powerful boat on the Mississippi (Motorship Oct. '47) built at Slidell, La. for the Inland Waterways Corp. (Federal Barge Line) in 1932.

Original dimensions were: 148.8' x 40' x 8.1'

Recently reconverted from steam to diesel and lengthened to 160'. Her two 1000 h.p. steam plants were replaced by two 1800 h.p. General Motors diesels taken from the battle-scarred sub-chaser "PC-552". She is expected to operate normally at 2800 h.p. Converted at Avondale Marine Ways at New Orleans.

Two M.E.'s are G.M. Model 16-258S rated 1800 h.p. at 900 r.p.m. 16 cyl. 4 cycle. Direct reversible and with reduction gears. Remote control from wheel-house made by Westinghouse Air Brake. Screws are 8' x 5.3' on 8" shafts.


First voyage she pushed 4 barges with 10,000 tons sulphur and bauxite for St. Louis and Gt. Lakes. Her next trip will be a 6 barge tow with 15,000 tons Ill. coal from St. Louis to Minneapolis. This is 30 to 50% greater than present normal capacity for a single tow. Her new power makes her potentially the most powerful craft on the river.
1. Two pict. stbd. broad, anchored at Killisnook in 1901.
H. U. HUTCHINSON
Old Schooner
Sitka 1870

Arr. Sitka 5/17/’70; Capt. Geo. Weinbaum; 97.08 tons.
HUMACONNA
(Large steam tug)

1. Port, bow, in dry dock; Seattle. G
2. Stbd. broad, slow, could be Ketchikan Hbr. VG
3. Stbd, quarter, aground with stbd. list. See Album 16.
4. Port nearly broad, aground, with stbd. list. See Album 20.
Built 1919 at Superior, Wis. 418 gross; 190 net; 142' x 27.5' x 14.6' for the U.S. Shipping Board and to be used in the Azores, as a wrecking tug. In 1922 she came to the Pacific Coast with D.G. (Dooley) Moore in command as a Carey-Davis Co. tug. Some time later she passed to Merrill & Ring and was used in crib towing. Then in 1939 she was sold to the Western Pacific Railway Co. of S.F. and engaged in towing car barges in S.F. Bay area.

MORE INFO. BOOK 36; Page 15
More info. Book 33; Page 42
More history and info. Book 42; pp. 2. (Rescue story.)
See card in Blue File JAP STEAMERS Emp. 11/26/1923 on rescue of crew of "Shimkou Maru" from Montague Island.
Emp. 4/11/1924/6 St. tug "Imaconda" ("Humaconna") ????
enroute from Seattle to Taylor Bay in Icy Strait to assist the Admiral Line frt. "Admiral Perry" a diesel powered ex U.S. Shipping Board vessel (ex "Moonlight") which lost her propeooer in the Gulf on Apr. 4th but managed to make Taylor Bay. (Must have sailed or been towed in by some unnamed str.)???
1. Port, broad, still in stream; astern another ship.
2. Port, broad, Juneau Hbr. colored. P.C. Album 1. VG.
3. Port bow, nose ashore on Pender Island

PICT. showing gold rush crowd on deck. 8/18/97 in A.S. May 1955 pp. 13.

To Seattle arriving there 6/26/1910. She was towed back to Seattle, then transferred to "City of Seattle." Taken to Puget Sound on "Vascon."

And later towed south by a tug from "Seattle," and later towed to a harbor by the "City of Seattle." Channel and was towed to a harbor by the "City of Seattle." June 27, 1910, she broke through nearly 100 feet in Greenwater.

In Seattle Oct 1, 1908. Capt. Beudeman in command.

Ship was damaged but floated off and was towed to dry dock
difficultly in keeping them from jumping into the pass.

Passing the stops and removing them, many would possibly
morning. Considerable panic among passengers. Had it not been for
Sept. 29, 1908 she ran ashore in active pass. In early
Dispatch Oct. 17, 1901 says she arrived in Juneau today and reported S.S. "Hating" of C.P. Navy Co. on rocks outside of Vancouver. Also that she had passed the S.S. "Dirigo" towing the "Cottage City" south in Queen Charlotte Sound. The latter had a broken tail shaft.

Oct. 16, 1909, Capt. Boughman of the "Humbolt" filed a libel suit of $25,000 against "Cottage City" for expenses incurred when he found her disabled in Fitzhugh Sd. and towed her to Bella Bella, last month.

In Feb. 1899 she hit rocks on Mary Island during a heavy snowstorm but was able to float off and proceed on her trip. When she got to Seattle around Feb. 26th she was dry-docked. It was found that she had lost around 80 tons. Her owner is listed as James Jerome. Last owner is listed as James Jerome. Her used on S.F. San Diego run. Ended her days there.

Built at Port Angeles, G.E.I.F., 1896. For the Humbolt S.S. Go.
Her grounding in 1899 occurred on Feb. 15. She was north bound on the trip she had advertised would take her 65 hours to Skagway — as the 'flyer'. The accident near Mary Island delayed her several hours. She was able to continue on to Skagway and at that port her water pipes froze up and she had to clear out and take on water at Juneau. The 'Douglas Island News' Feb. 15, 1899 carries the article. It says, 'the alleged flyer didn't fly and will be in drydock several weeks before her fool managers will again undertake to run her in the dark at full speed. She hit Feb. 11, 1899 at Mary Island.

She ran on Vanderbilt Reef at 23:45 Apr. 14, 1899 and hung up for an hour and a half until floated off by high tide. Capt. Bonnifield. It was black and blowing. She was able to proceed south under her own power.

Again on June, 15, 1899 she hit rocks about 10 miles North of (Serge Narrows) ??) at 22:00 and at peak of tide. She had 110 pass. and full load of frt. There was some fog but she was only ½ mile astern of the "Cottage City" which turned back to assist her until relieved by the
D.A.Disp. 9/29/1908 says she was ashore in Active Pass at 04:00 today. Was northbound; 38 peds. Pass. Paniky Tugs and salvage vessels were rushing to the scene. She was floated off on Oct. 1st. and taken to D.D. at Victoria, B.C.

D.A.Disp. 2/23/1910 (1910) says Capt. Baughman and Purser Bush were in her this winter.
Dec. 19, 1910. Mystery cleared up. E.L. Smith alias Leahy, whose real name is Orville Cevers confessed to bullion robbery in S.F. Was under influence of opium at time of confession and told how he took gold bars from purser's cabin, while purser was walking around decks with the 'beautiful Margaret Henry' (later established to be his wife and the leader of the gang). The gold bars had been sold in Seattle. On Feb. 21, 1910 Smith, his wife and the two Woodson brothers were indicted on grounds that robbery perpetrated out side 3 mile limit.

NOTICE: CORRECT SPELLING IS "HUMBOLDT" "HUMBOLDT"
From Oct. 1952 Ala ka Sportsman.

Laid up in marine graveyard in San Diego. Capt. Elijah G. Baughman had been master for many years. He retired soon after the lay up and went to live in S.F. On the night of Aug. 8, 1935, the C.G.C. "Tamaroa" nosed into San Diego Bay, and the lookout shouted a warning. A ghostly ship, one eerie light blinking from her rigging was approaching the cutter. She gave no heed as the cutter veered out of her way. A puzzled C.G. crew boarded her and found that she, without a soul on board, was dragging anchor and heading straight down the channel to the sea. Mystics believe she was manned by the spirit of her old master----Capt. Baughman had died that night!

D.A.Disp. 12/5/1911 "Humboldt" on fire at 11:00 today at Seattle dock. Seattle fire-boat "Duwamish" and 3 engine companies fought the stubborn blaze between the hull and the skin of the vessel. Her sailing time will be delayed.

D.A.Disp. 12/29/1911 "H" soon to be converted to oil.

D.A.Disp. 2/14/1914 she now burns oil.
D.A Disp. 9/14/1916 pp.8 Str. "Humboldt" is back on the Alaska run after being repaired. She had had a collision, if fog, on P. Sd. with the Str. "Providentia" several weeks ago.

D.A Disp. 9/19/1916 pp.4 "Humboldt" arrives in Juneau on her first trip since she sustained bad damages in a collision, about 8 hrs. out of Seattle, with a Mexican steamer which was coming in the Straits of Juan de Fuca about two weeks ago.

Empire: 3/18/1919 pp.2 "Humboldt" has been reported sold to a Walter Scammell of S.F. and was to go off the Alaska run and onto the S.F.—Los Angeles run.

Empire: 4/16/1919 pp.7; "Humboldt" has definitely been sold to James Jerome of S.F. and will be placed on the S.F.—Los Angeles run as the 'White Flyer'.

Empire: 7/30/1921 S.S. "Humboldt" to be sold for $10.00!! Now a hulk. BOOK 44; pp.37.
M.D. 2/12/1968 (Letter from Dexter S. Bartlett of 705 N. Wall Ave. Portland, Ore.):

"It appears that on the HUMBOLDT's gala sailing day the cooks came aboard and couldn't find the galley, let alone such essentials as a stove and groceries. By hastily converting two staterooms, sawing a hole in the deck for a stove-pipe, and bringing aboard a buggy full of groceries, they were on their way.

The story goes that the HUMBOLDT was originally built as a steam schooner, but with the advent of the '98 gold rush, she was converted to a passenger steamer. Apparently in the melee, the designers forgot such basic things as eats...."
Port broad, crossing out over Humboldt bar at Eureka Calif. during heavy sea. 1924.
She is now the "Sea Queen" of the Red Stack Co. of San Francisco, Calif.
1. No pict.
Was at Unalaska May 23, 1893
Small old pass str.
Ex "Annie M. Pence"

1. Port, nearly broad, approaching dock. Tug boat "Sonjlette" in pict.
2. Stbd. bow, speed, close.
Built 1883 at Coos Bay to be used as a bar tug on Ore. Coast bars. In 1908 she was converted to a pass. boat out of Bellingham. Venture prove unsuccessful and she was sold to Forbes Bros. and two years later was on frt. runs out of Everett. She capsized off Bush Pt. with a load of salmon on board. Then sold to Gray's Hbr. and again rebuilt into a tug. She was lost at sea off Umatilla Light in 1920 when a condenser discharge pipe broke between hull and skin. 95' x 21'7" x 10'4"
HUSSAR

Lg. diesel sail yacht. Later "Sea Cloud"

1. Port near broad, anchored Juneau Hbr. (620 neg.)
2. Same as above in 8 x 10, colored and hanging on wall
HUTCHINSON

Pacific Coast Steel Steam Schooners

Lyman

3326 tons; built 1920 at Mobile, by Mobile S.B.Co. for Shipping Board. 5000 deadweight tons; 1600 h.p. triple-exp. from Ellicott Mach Wks. of Baltimore.

324' x 46.2 x 25. Sold by U.S.S.B. to McCormick S.S.Co. of S.F. in 1929 and was still owned by them in 1941.
HWAKA

Steel barge

1. Picts. taken at Juneau May, 1957 See card on tug "Shelikof" (P6A-10)
Towed to Juneau with load, including large tanks, destined for Westward.
309 gross and 309 net.
Built 1944 in Massachusetts
151' x 23.2' x 11.3'
Owned by Everett A. Hogland of Tacoma, Wn. in 1957
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<td>Book No.</td>
<td>33</td>
<td>H. W. McCURDY</td>
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<td>Super dredge.</td>
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<td>P. Sd. B &amp; D. Co.</td>
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<td>1.</td>
<td>Port broad.</td>
<td>(Mag. cut)</td>
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Can dredge a channel 50' deep and 300' wide and will pump the excavated material as far as two miles through a 24" steel pipe. Main power is diesel electric and has 40 motors ranging from less than one horse power to 4000 h.p. 35 men can operate her around the clock.

10000 hrs. were spent designing the craft and her machinery and over 50,000 hrs. were required to build her. This is the 14th dredge they have built in their 62 years.

M.D. 7/15/50
HYACK

Little steam launch
(Tacoma Hbr.) 1909

Pict. pp 154  THE COAST  Mar. 1909
1. Port bow, even keel, high and dry on pebble beach.
Cut up for scrap by Paul Eidsmore at Seattle.

NEWSLETTER No. 101 May, 1958---the hull of trim little str;
"Hyak", lies on mud at west side of Duwamish waterway at
Cheff Construction Co., which is near South 104th St. on
West Marginal Way. Unusual transom stern seems to be
still in good shape---and rudder still sticking out of mud
Complete stern assembly could be moved intact, and is app-
rox. 8' wide by 5' high and 6' long. Use for relic in
new Museum wing...
1. Stbd. broad, at Alaska Steam Dock, Juneau, 1947
2. Good stbd. broad, at sawmill dock, Juneau.
3. Set of 6 of her in D.D. P.C.A. 3
4. Stbd. near broad, at Ketch. float. (Mag. cut)
5. Stbd. broad at Juneau City dock, Oct. 4, 1950
6. V.G. 8 x 10 still, in Channel. Book 48; pp. 26
7. Pict. at Juneau City Dock. (PCA--7)
Mobile and marine units.—During the year 1948–49, the M/S Hygiene brought a generalized public health program to areas in southeast Alaska and the gulf and chain areas. Communities visited during this period included Unalaska, Sanak, King Cove, Nikolski, Akutan, False Pass, Belkofski, Unga, Squaw Harbor, Sand Point, Perryville, Chignik, Kanatak, Old Harbor, Alitak, Hoonah, Elfin Cove, Funter, Hood Bay, Angoon, Haines, Skagway, Yakutat, and Tyonek. Services offered included maternal and child hygiene, tuberculosis control, communicable disease control and venereal disease control, care for crippled children, nursing care, and dental care.

The M/V Health, a sister ship to the M/S Hygiene, was commissioned on April 19, 1949, to carry a generalized public health program to the Aleutian chain area and north to Kotzebue Sound, including the Norton Sound and Bristol Bay areas. During the period from April through June, the M/V Health serviced Angoon and Tenakee in southeastern Alaska on a trial run basis. The latter part of June the Health reached Nunivak Island and gave service to Mekoryuk. The Yukon Health, a very shallow draft river barge, was outfitted during this fiscal year to service the Yukon and Kuskokwim River areas which have never before had a generalized public health program.

On her first trip up after being acquired by the Health Dept., Darrel A. Naish was Master. He bounced her off the rock pile inside of old Bn. No. 6. in Wrangell Narrows about 10:00 in the morning. The Bn. light had caught on fire and had burned the red portions of the dolphin black. Darrel took the wrong side—and had been warned not over an hour earlier by me when I passed him with a tow off Pt. McNamarra Bn. Rex Fox was Mate; Angus Gair, Chief Eng. and John Camp, Assist. Albrecht was on board and made the remark that he couldn’t blame a man for running on rocks in the Narrows as he didn’t see how one man could keep so many aids to navigation straight, alone.
HYGIENE

Ex "Jeannie"
First of name.

1. Port Broad still. as "Hygiene" (PCA--7)
3/26/1945/8  "Hygiene" ex "Canco II" here. Is floating lab. full accounts, etc. Capt. Tony Christensen and Engineer is Darrel A. Naish. Her last owners had named her the "Jeannie"