Alaska State Library
Historical Collections

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

General Marine Files
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Juneau, Alaska 99811-0571
MAAGEN

Canadian tug.
Cliff T.B.Co.

1. Pict. and info.        Album 43.
MABEL

Used in conjunction with the "Vira Rial" to haul mail etc. Haines-Skagway. Owned by Percy Hunting and Capt. Tompkins of the Vira Rial"
1. No pict.
Built and operated on Lake Bennett.
1. Port, nearly broad, close to bank in slough.  VG
MACEDONIA

Jack London's story
Ex. "Alexander"

See card on "Alexander" 3-masted steam bark. Book 37 p. 20
1. Port bow, breaking ice for frtr.s. St. Mary's river.  
(Mag. cut)
Sistership to the "Eastwind", "Northwind" "Edisto", and "Burton Island"

The propulsion plant in each of these vessels consists of 6 opposed piston diesels rated 2000 h.p. each at 810 r.p.m., each of which drives a 1375 KW generator. In addition, there are four auxiliary sets, each driven by a 300 h.p. diesel prime mover, thus giving a total of 13,200 h.p. installed diesel horsepower per ship in this class vessel. Motorship Nov. 1948
1. No picture.

A note in Bight of the Line (PMB) stated that about 1913 she towed the famous steamers "Will H. Isom" and "Leon" from the Yukon River to Seattle.

D.A.Disp. 7/5/1906 says the Str. "Mackinaw" arr. at Seattle from Nome.

Alaska Daily Record 7/16/1908 says the "Mackinaw" and "Greenwich" were the first steamers to break thru the ice today and arrive at Nome.

D.A.Disp. 7/2/1909 says she left Seattle 6/18/ and is ashore on Stewarts Id. near Nome in 2 fathoms. Was shoved ashore by the ice pack.

D.A.Disp. 1/27/ 1913 says a str. of this name ploughed into the San Pedro breakwater early today and is badly damaged. "Enroute S.F" to Panama.
D.A. Disp. 5/30/1915 Str. "Mackinaw" suffered a fire in the engine room and was disabled at sea. The fire is out but she is being towed in to S.F.
1. Stbd. bow at Engineers dock, Juneau.
2. Port broad, bringing BCL a/s around rock dump. Two.
3. Port near broad, speed; Seattle Hbr.
4. Port broad; speed; (Mag. out) Book #34 page 19
5. Port broad; speed. also pict. of Ray Thurston.
   Book 33; page 10
See card on "Patrick"

Barge wrecked—see Book 30, Page 72

See page 19 Book #34 for story of collision with "Andrew Foss"
1. Sunk, house gone, looking forward from on deck.
2. Port, broad, bow and masts showing; after portion eighteen gone or submerged. Port list.
3. House only, and some wreckage. Sitting in sand.
Check date of wreck (Oct. 15, 1938)
Another report says she wrecked on Cape St. Elias Oct. 17 1938 without loss of life.

Owned by P. Sd. Bridge & Dredge Co.
10/18/1938 Tug "Macray" wrecked near Hinchinbrook Id. in gale. 6 men crew safe and taken to Cordova by C.G. "Morris"
11/1/1938/6 Barge of P.Sd. B & Dredge Co. lost from the wrecked "Macray" was sighted adrift off Eape Hinchinbrook.
1. Port broad at Engineers Dock. Juneau; May, 29, '49
1. Stbd. broad, moored to saw-mill dock.
MADRONA
163' Frt Supply vessel
"Col. Chas. L. Willard"

1. Pict. as the "Col. Chas. L. Willard"

2. Info. BOOK 35; pp 29
See alternate card.
Port broad, speed. good. (Magazine cut)
1. Set of 3 pics. showing her wrecked in 1949
MAGDALENA
Royal Mail Liner
(British)

1. No pict.
2. See wreck PICTS. BOOK 31, pp 52-53
Built this year (1949) in England. She was on her maiden voyage to S.A. when she ran ashore outside Guanabara Bay on the Coast of Brazil. Her passengers were removed by the Steamship "Goiazloide" (350 pass.) Pulled free by tugs she was being escorted to Rio by five tugs and a destroyer when she broke in two in heavy swells. The bow section went ashore at Sugar Loaf in the entrance to the bay and the stern section floated about 300 ft. off the beach. Her 237 crew members were saved although some suffered slight cuts and bruises.

She was a ship of 17,500 tons gross and was launched at Belfast Ireland less than a year ago. Had sailed from London on Mar. 9, 1949 in command of Capt. Douglas Lee a veteran of 40 years with Royal Mail Lines who had planned to retire at the end of the voyage.

She was insured by Lloyd's of London for eight million.

M.Digest 4/21/49
1. Std. broad. slow. good. (Magazine cut)
1. Port broad, still in stream. (Mag. cut)
Built in Victoria in 1944 for the R.C.A.F. as the supply and salvage vessel "General MacKenzie. Powered with a 500 BHP Enterprise diesel 98' x 26' x 14.5'.

Later passed to Mexican interests in Santa Rosalia, Mex. Purchased from Mexicans in June 1951 by Fred McKeen of Straits Towing and will become a unit of their towboat fleet. Under Mexican ownership she was named the "Mar Bermejo". Has electric tow-winches with 1900' of one and a 4 tr. inch towcable. Crew of Mex. delivered her to Vancouver.

M.D. Sept. 29, 1951
1. No pics.
She was ashore Sept. 4, 1904 near Cliff House, Calif. Towed off later.
Album 10.

Old steam tug.

1. Stbd. broad, a/s sawdust scow tied to shore. G
1. Stbd. broad, with "Ensee" at N.C.Co. dock.
2. Port bow, with "Ensee" at City dock. Juneau.
3. Port broad, speed; (Book 33; page 30) Gen. info.
4. VG. pict. and story of her as one of five tugs of the Garvin Towboat & Barge Co. of Long Beach, Calif. (PWB Feb. '57; pp 31)
1. Port broad, speed, crowded. (Magazine cut)
2. PICT. BOOK 32; pp 56
Coolidge designed: Built at Ballard Marine Railways in 1925. 120' x 24.6' x 12. Gross 230; net 162.
Cruises 4,000 miles on 20,000 gallons fuel at 10 knots.
Has twin 360 h.p. F.M. diesels.
"Mahoe" means "Twin."

Owned by Young Bros. Ltd. Honolulu, T.H.

MORE INFO. BOOK 36; Page 31
Stbd. broad, slow, in Elliot Bay.
MAID OF OREGON

Album 6

Two-masted schooner

1. Stbd, broad at dock; deckload sacks; old.  
At Sullivan's Slough 1892  
VG
No connection.
See Clipping Scrap Book No. 1. Page 0.

Built 1888 at Astoria, Ore; for Capt. Brazil Grounds to be used in the Ore. coast trade. Was used on P. Sd. from 1890 to 1895 in grain trade from Samish & LaConner flats. Not in register after 1899. 99.49 gross; 91.88 net 91.3' x 25' x 5.9'
MAID OF ORLEANS

Two-masted schooner.

"Old Maid No. 2"
"Joan G."

1. Stbd. bow at old pile dock. (Porthole)
2. Port bow at dock.
3. Good pict. and info. on pp. 2 in Album 44.

M.D. 3/10/1936—Refloated off Boat Bluff and towed to Prince Rupert. (Book 39; pp. 56)
Believe her accident occurred May 19, 1935
Built 1882 at S.F. Calif. 180 gross; 171 net;
110.2' x 29.5' x 9.8'

When the barge "C.S. Holmes went aground recently at Esteban, B.C. and broke into four pieces, she was in tow of the tug "Joan G" which was the former sailing schooner "Maid of Orleans". The tug was built in 1882 and the "Holmes in 1893.

M.I.D. 3/24/"51

D.A.Disp. 11/1/1905 Sch. "Maid of Orleans" has rough trip to Alaska.
Some very good history on her on pp. 29; P.W.B. Nov. 1954.
Empire: 4/14/1919 She is being used in the Alaska codfish trade.
Emp. 8/28/1924 "Maid of Orleans" has been missing in the Arctic since 6/25/1924 and the sch. "Ruby" has left to conduct a search.
1. Port bow, in Havana Hbr. (Mag. cut)
2. Good pict. in Apr. '52 SHIPS & SAILING Page 40
Some info. on page 40 S.& S. Apr. '52

Story of sinking in Envelope No. 5. (Note Book (1) pp 76)

(1) is Colored Note Book Red.)
Native seine-boat

2. Stbd. qtr. passing under " " " " " 
Mainlander, lying off W. Pt. This is a steel pile with a pointed head; cables are fastened on this head and a heavy pipe connection leads to the surface. This is driven through the hull of a ship and arms provided on sides open out and give large pulling space on each side of pile. A device on pile lets go of pipe which is hauled toward shore. By aid of tides, wreck can be worked toward shore. Capt. Peacock, Eng. diver (driver) and others, are interested in the appara.-

1. No plot.

Mainlander

Old P. Sd. pass str.
Built 1900 at Tacoma and used on the Seattle-Tacoma run. 162' x 23' x 12.6'. Made trips to Van. B.C. also. In 1903 she passed to the Pacific Coast S.S. Co. on the Seattle-Bellingham run. Lost in collision with the British ship "Celtic Monarch" near West Pt. Nov. 1905. The "C.M." was in tow of the tug "Sea Lion" with Tom Duffy on watch. Commanded by Capt. John Ellsmorä Capt. Chas. Manter was skipper on the "Sea Lion" Her crew and 16 passengers were saved by the tug. At that time the "Sea Lion" was owned by the Puget Sound Tugboat Co.

About Jan. 14th, 1902 she ran on the rocks on Sinclaire Id. B.C. at half speed. Her pass. and cargo were removed by the str. "State of Washington" She was on the Seattle-Vancouver, B.C. run.

Built 1900 at Tacoma, Wn. 484 gross; 329 net; 151.2' x 30.3' x 10.6' 37 crew; 600 Nominal h.p.
MAJAWELI
No. 93264
American barkentine
4-masted 1904

1, No picts.
Wrecked during a gale on the West Coast of Vancouver Id. on or about the 14th of Nov. 1904. No one survived. A Seattle steamer reported sighting her foundering close in on the Vancouver Id shore near the entrance to the Str. of Juan de Fuca on that day. Due to storm conditions and hopeless position of the stricken ship the str. was unable to render any assistance.

Believe the papers mis-printed her name as I find a record of a Bkn. "Makaweli" nor "Majaweli" in Blue Book. Built 1902 at Oakland, Calif. 899 gross; 821 net; 194' x 39.5' x 17.5' Crew of 13 men.
Arrived 8/30/'92 at Victoria, B.C. from Petropavlovsky with crews of the British schooners "Rosie Olsen", "Ariel" and "Willie McGowan" and the S.F.Sch. "C.H.White" all had been seized on the high seas by Russian gun-boat "Zabiaka" and Russian str. "Kothik" about 50 miles below Copper Id. and between the 18th and 28th of July 1892. The crews were put ashore and the vessels confiscated. They had been made to sign papers stating that they were sealing in Russian waters and threatened that if they did not sign they would be sent to the salt mines of Siberia.
MAJESTIC
Wooden Steam Schooners of the Pacific Coast

810 tons, built 1908
Wrecked without loss of life on Pt. Sur, Calif.
Dec. 5, 1909.
No further details of the vessel available.
1. Port bow at City dock Juneau after being raised by Lyle Davis on the "Lexine" (Linwood Davis) (First Album)
Built 1923 at Seattle, Wn. Gross 49: Net 33
60.4' x 15.8' x 8' Had 65 h.p. oil engine in 1928

Owned by P. Peterson of Ketchikan. She had hit on Georges Rock (Auk Bay) in 1926 and sunk; Later raised by Linwood Davis with his boat the "Lexine"

Emp. 4/15/1927 Halibut sch. "Majestic", Capt. C.P. Pettersen hit Georges Rock in Auk Bay at 04:00 today and sank in 5 minutes. Capt. Pettersen is more popularly known as 'Pete Kaloogan'. He and his partner, Karl Abrahamson, were on wheel, dark and snowing and brisk N. wind. Crew of 9 took to the dory and rowed to Douglas Island where they were picked up by Pete Oswald on the "Celtic" and brought to Juneau. She is a 60' sch. built in 1923, 49 gross, 39 net; powered with 65 h.p. diesel and cost $20,000 to build. Insured for $10,000. One of her crewmen, Bergan Knutson was on the "Scandia" when she sank near Kodiak last fall. The "Majestic" had just towed the disabled halibut boat "Gladstone" to Juneau from Yakutat with a broken tail-shaft.

Emp. 4/18/1927/8 Capt. J.V. Davis and boat "Lexine" raised "Majestic" and have her in Juneau. V.G. full acct. of
1. Stb. near broad, NY. skyline; (Magazine cut)
D.A. Disp. 1/27/1905 pp. 3; Str. "Majestic" has been remodeled and renamed "Whatcom".
Port bow, speed, Seattle waterfront.
Ex "Capt. Bing" and later ST-51 U.S.A.T. Tug.
MAJOR ETHEL A. ROBBINS

1. Port, broad, speed, in stream Seattle Hbr.
As U.S.A.T. LT 1.
1. Port, nearly broad aft. Two decks, white paint. Later tug "Retriever"
1. Port broad at Pier A, Seattle under A.T.S.  

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Album 7
MAJOR RUBEN L. FAIN

Tuna boat.

1. Stbd. broad, anchored Sitka Sound as FP-23
1. No pict. Info. Book 37; page 35
1. See articles and pict. in Book 39; pp. 40--43--44
MAKENA

Steel steam schooner.
ex "Cowboy"

1. Port near broad, slow. (Magazine cut)
MAKINAW  Lg. C.G. ice-breaker

1. PICT. BOOK 32; pp 59
MALAHAT
PHP. L. P. Sd. car Ferry.

1. Stbd. bow at pier. (Porthole)
Laid up in West Seattle boneyard in 1950 along with Iroquois" "City of Sacramento" and "Vashonia"

Being repaired in June 1951 at a cost of $70,000. to be used on the Port Angeles-Victoria, B.C. run this summer.

M.D. May 19, 1956-- O.H. 'Doc' Freeman recently bought the big ferry "Malahat" from Black Ball Ferries and is now offering it for sale.

The 210' ferry was last used on the Port Angeles-Victoria run. Formerly the "Napa Valley" used on S.F. Bay between S.F. and Vallejo. She has been at the Winslow yard of Commercial Ship Repair and was drydocked last week for inspection and bottom painting.
MALAYA

Danish M.S.

1. VG. porthole pict. at Ketch. Pulp Mill dock. (PHP-4)
Loads out Ketch. pulp. (NOTE BOOK No. 1. pp60)
1. No picts.
Oldest ship under the flag of Sweden has been sold to Belgian shipbreakers. She is the 105 year old "Malaren" built in 1848 at Motala Shipyard in Norrkoping. She is believed to be one of the oldest steamers afloat.

Originally named the "Gotheborg" her name was changed to "Hans Brask" in 1865, to "Hjo" in 1875, to "Koping" in 1882, "Arboga" in 1889, "Vestmanland" in 1911, to "Fenix" in 1919 and to "Malaren" in 1926.

During her century of service, she was re-engined twice, once burned, and once lengthened. Her last owner was Acpt. O. Kolmodin, who purchased her in 1939.

M.D. Aug. 26, 1952
Officers:

Capt. Herb Storey 1st Mate Grant Gibson
Capt. Andy Hansen 1st Mate Jim Sande
2nd Mate Bob Smith
2nd Mate Cecil Rice
Chief Eng. Ist Assist.
Chief Eng. Ist Assist.
Purser
Purser

Capt. Cecil Rice replaced Andy Hansen late in Oct. 1964
(Hansen fired for drinking Juneau to Haines)
Bob Smith to 1st Mate (Nov. 1964) Capt. Storey
Dave Fortishmer 2nd Mate " " | Capt. Storey
Louie Cavanaugh 2nd Mate " " | Capt. Rice.
(Grant Gibson was fired over the Cozian Reef grounding)
MALOL

Schoner in the Pacific trade.

1. No pics.
P.A. McDonald says she made passage Honolulu to Cape Flattery, 1879, in 9 days, 13 hours.
1. Town near LaConner, Wn. Book #34 page 15
MALOLO

Lg. M.S. Pass. weissel.
Later "Matsonia" luxury liner.

1. Port broad, slow, 'Frisco skyline' (Porthole)
2. VG pics. story in The CALOL-BEAR Jan. 1928 (Filed)
Emp. 5/27/1927 Tugs are towing the lg. Matson liner "Malolo" to New York City. She was crippled in collision with an unnamed vessel.

SEE Lg. G.S. File under MATSON LINES for more on the MALOLO later MATSONIA and in Oct. 1967 she was QUEEN FREDERICA of the Greek Chandris Lines.
MALOLO

Schooner in the Pacific trade.

1. No pict.
P.A. McDonald says she made Honolulu to Cape Flattery in 10 days, 12 hours in July 1879
1. Stbd. broad, speed, VG. (Magazine cut)
2. Port qtr. hull, being built on ways. (Porthole)
3. Port broad, speed. ("MAMO") (Mag. cut)
4. Port broad, speed. (Book 33; page 13.)
Built by Bethlehem S-bldg. Corp. at S.F. and launched Feb. 14, 1931. The name means "Chieftian."

Cost $265,000. 129.2 x 23.1 x 13.3 332.73 gross tons; and 128 net. Cruises 11½ knots and has a radius of 5000 miles on capacity of 43,000 gallons. Has two 750 h.p. F.M. diesels of 5-cyl. and turning 260 revs.

M.D. 12/9/50 says she was towing two barges loaded with scrap from Hawaii to Seattle for Bethlehem Steel when the after one turned over about 350 miles off Coos Bay. It was later sunk by the C.G. "Bonham" and the tug continued on with the other barge.
MANANA II
Ketchikan yacht.
Eldon Coon

(MAY)
MANCHURIA

Pac. Mail Line
Ocean str.

1.
Ran on a reef on Rabbit Ids. in the Hawaiian group, Aug. 20, 1906. No loss of life. I believe she eventually became a total loss. Was a sister ship to the Line's "Mongolia"

F.D.T. Sept 18, 1906 tells of 'P.C.S.S.Co. str. "Mongolia" piling up and also mentions that the "Manchuria" piled up on Babbitt Id. on the West coast of Oahu Id. (Hawaiian Ids. on Aug. 15 1906 during a tidal wave after the Valparaiso earthquake. She was pulled off and taken to Honolulu for repairs. Also a unit of P.C.S.S.Co.
1. Waterlogged near Eureka, Calif. dock.
MANDALAY
Pacific Coast Wooden Steam Schooners  Lyman.

438 tons; built 1900 by A.M. Simpson at North Bend Ore. for the Simpson Lmbr. Co.
Had twin screws driven by two 140 h.p. compound engines supplied by the Golden State & Miners Iron Wks.
Carried 400-M ft. lumber.
Acquired by the Crescent City Trans. Co. in 1904 and wrecked at Crescent City Oct. 27, 1913.
1. No pics.
2. Good cover pict. on April '53 P.W.B.
Owned by the Grays Hbr. Construction Co. sand and gravel business until June of 1951 when they sold out to Quigg Bros. Constr. Co. She was built in 1915 and for 36 years has been hauling sand and gravel barges up and down the Chehalis River with the regularity of a passenger schedule. The sale of the holdings---an $80,000 deal also included two clam shell dredges, a floating gravel crusher, six barges and a shore-side installation.

M.D. June 23, 1951

More info. page 10; P.W.B. Mar. '53
Info. Page 3; P.W.B. Apr. '53

Some history in Album 4B; pp. 2.
Album 14.

1. Stbd. broad, speed, close-up; dory fisherman. VG
Built 1906 at.

Stranded south of Lituya Bay, Alaska Nov. 15, 1917
There was 34 persons on board and none lost.


11/8/1917 pp.6; Canadian fishing str. "Manhattan" believed to be vessel which looted "Al-ki".


11/17/1917 pp.7 Crew of "Manhattan" must face charge.
Capt. J.E.Koseth tells of wreck of "Manhattan", on 15th.

11/22/1917 pp.6 V.G. "Manhattan" case tried today.
Bail for Capt. Koseth had been set at $500.00, he had $600.00 but preferred to 'sit it out in jail', stated he would rather have free room and board.


10/5/1938/VG (B.S.) by "Sweepstakes" Charlie Edwards on the "Manhattan" wreck and the "Alki" pillage, etc.
1. No pict.
Info. in Book 36; Pages 31-35
1. No pics.
2. VG. pict. and story. (Steamboat with 100 skippers)
   See pp. 55 in Summer 1957 S&S
Info. on Page 32 in Book No. 36.
MANNING


Album 6. Album 23

1. Port bow, still in Alaskan Harbor. G.
2. Broad, at dock in Unalaska
Built 1897 at East Boston, Mass.  724 tons; 1 gun.  
8 officers, 40 men.

DAILY ALASKA DISPATCH 9/9/1907 says Rev. cutter "M" which 
sunk at or near Cape Hinchinbrook will be on the dry-dock 
at Port Townsend about 3 months for repairs.
1. Read accounts of sinking and salvage P.W.B. Jan. '53 page 34

2. PICT. story of salvage. BOOK 34; pp 45.
MANUENSE

Old steamer operating to Nome before G.R. (G.R.-Gold Rush)

1. No picts.
Mentioned in Archie Shields publication presented to A.T. Museum in 1950

COUNCIL CITY NEWS Mar. 12, 1904 says she left Nome the fall of 1903 and was reported lost somewhere on the Coast of Japan.

On Oct. 1, 1898 she ran on the mud coming through Wrangell Narrows and hung up for 24 hours. She was not damaged.

Was a Canadian str.

Renamed "Mexico" 10/24/1901 (Skagway paper) Due to stop at Skagway from Nome and to Van.B.C. this date.

Some trouble about courtesy and grub while the steward was a bed time. The crew was a whole but short. The paper was not Canadian and that she was on the flats in W. Narrows 10/5/1898 says she was an English str.

For Wrangell News 10/9/1898 says she was an English str.
1. Stbd. bow, at dock. crowd. (Magazine cut)
2. Stbd. bow at dock. crowd. (Mag. cut)
3. Probably same pict. Book 33; page 17)
Built in Portland in 1881 by Capt. Charles Bereau. She was first operated by the Peoples Freighting Co. and later taken over by the Shaver interests.

The 110' sternwheller was dismantled in Portland in 1893 M.D. July 7, 1951

MORE INFO. BOOK 36; Page 54
1. No press. Port bow, speed. (Porthole)
Shaver Trans. Co. purchased the steel diesel tow-boat "M.R. Hallett" from Capt. Miles R. Hallett and plans to rename her "Manzanillo", after the first sternwheeler in the Shaver fleet.

M.D. Mar. 10, 1951

Built by Nichols Boat Works of Hood River, Ore in 1949 70' long and powered with a 440 h.p. Washington Iron Wks. Diesel 18' 6" beam and draws 7' Used primarily for ship handling and also in conjunction with the "James W" for bringing ships out of lay-up at Astoria.

Lloyd Bell is skipper and Fred Nelson, engineer.
MANZANITA
"Daniel Kern" tug.

1. Stbd. broad as "Manzanita" (Magazine cut)
2. Port broad as "Kern" (Magazine cut)
3. Port broad, slow. (From Lewis & Dryden.)
   Have 620 neg. Also 5 x 7 print.
Lighthouse tender which started its career in the Northwest in 1886 after six years on the California coast. The 152' vessel was rebuilt in 1904 as a tug and renamed Daniel Kern. She saw service on the Columbia River, Puget Sound and Alaska and ended her career in 1937.

Caused "City of Topeka" to pile up in W. Narrows Mar. 29, 1899. See back of card on "City of Topeka".


Built 1879 at Baltimore, Md. 450 dis. tons. 250 h.p. 152' x 26' x 11.5'

HISTORY IN BOOK 35 Page 25

MORE INFO. BOOK #35; page 25
1. No pics.
2. V.G. pics. and info. pp. 16 in Oct. '54 P.W.B.
Built 1899 as "North Star" (See reverse side of card on vessel of that name.)
1. Pict. and story in Feb. 1953 P.W.B. pp 19
See Book #34 p. 44 for story of her troubles at sea.
Towed in--------Book 40; pp. 39-48
Canadian frt. Info. only. BOOK 33; pp 48
1. Stbd. bow. (Porthole)
Built in 1946 474' long; 64' beam. Cruises 16½ knots 434,394 cu. ft. ordinary stowage space and 163,318 cu. ft. reefer space.

Will be used on Canadian Pacific's Oriental run as a replacement of the lost 'Empress' vessels. Has a sister ship the "Maplecove". Capt. G.O. Baugh commanding.


Some info. Book 37; page 70
1. Picts. and story at rescue of "Greenville" crew, etc.
   (Note Book 23; pp 54)
1. No picts.
Operated on the Tanana in 1909.
1. Group of her at sea and after going ashore. (Neg. cut)
2. Distance --- in surf. C.G. crew on beach.
No picts.
Found a note in my boxes stating she was wrecked. ????
1. No pics.
Ex S.F. Bay side-wheel steamer of 300 tons. (Ferry) Made the run to St. Michael under her own power and was later abandoned there.
1. No pict.
May have been a river steamer. Was in a storm at Cape Nome. Aug. 8, 1899 in which four River steamers and one river tug were lost. Listed as owned by the Alaska Commercial Co. at that time. ALASKA MINING RECORD.

Paper for Aug. 9, says she was lost during the storm.

Another source says the 'fine, large steamer "Margaret" was swept to sea but managed to beat her way back into shelter.

(MARGARET WILSON) Built 1897 at St. Michael. She was beached at St. Michael in 1944.

Definitely established as a wet-ass on the Yukon in 1898 by reports in Dawson papers.

520 gross; 260 net; 140' x 33' x 7'

Was definitely at Fairbanks 7/21/1906 with pass. and 275 tons of frt.
Klawock seiner.

1. VG on rock; balanced. 1957. (PCA-10)
1. Port broad, end of Juneau Gov't. dock. Distance
2. Same ---- close-up.
MARGARET F STERLING
American schooner

1. No pics.
2. Port broad in Lake Union. (PCA--7)
Made one of the longest voyages on record between Cape Flattery and Honolulu. In 1927 it took her 49 days for the passage.

She was formerly the Norwegian schooner "Vancouver". Later she was sold to the Pan American Airways, equipped with diesel motors and renamed the "Trade Wind". They sent her to Kingman Reef, a tiny atoll in the South Pacific where she became a base-ship for Air-clippers.
1. Port near broad, speed; as ATS.
Built 1918 at Manitowoc, Wis. 1550 h.p. 35 crew.
2059 gross; 1229 net; 250.5' x 43.7' x 20.4'
Former names: "Corsicana" and "Timberman"

PWB Oct. '54; pp. 24; says she was chartered to Warner Bros. to make a movie. 'The Sea Chase'
Info. etc. (Movies) pp. 5; Book 44.
A worn-out and tired little Panamanian tramp steamer arrived in Hong Kong 6/4/1962 for scrapping. She had been operating in Far Eastern waters under the name of "BORNEO", but she will always be remembered here on P. Sd. under no less than 3 former names: "CORPICANA", "TIMBERMAN", "And "MARGARET SCHAFER".

Along with her sisterships, she was built at Manitowoc, Wisc. by the Man. Shp. Bldg. Co., and carried her builders hull No. 98. She was completed in 1918 for the U.S. Shp. Bd and was a standard "Lake" type frtr. with machinery amidships and carried 3303 tons, D.W. Under her original name of "CORPICANA", she paid one visit to P. Sd., while under charter to the McCormick S. S. Co., and loaded cargo for Baltimore, Md.

In 1926 Pilsbury & Curtis of S. F. purchased her, gave her the name of "TIMBERMAN", and after a refit (installation of four masts to replace the original two) she was placed in the Pac. Coast lumber trade. In 1932 she was purchased by the Los Angeles S. S. Co. and two years later her owners were listed as Calif. S. S. Co. This company was liquidated 12/31/1935 and she was then acquired by Matson Nav. Co.
Schafer Bros. Lmbr. Co. operated her under charter for several years. This company found her to their liking, so on Nov. 30, 1936, she was purchased by them and renamed "M.S." She was a reg. caller at Grays Hbr. and P. Sd. & carried many cargoes of forest prod. to Calif. ports. The 2nd W.W. interrupted this and she was operated under charter between Seattle and Alaska by Northland Trans. Co. After the war she was returned to her owners and did some further hauling of lubr. along the coast. It was during this period that she became a "movie star". She was chartered for use in film "Sea Chase", and was temporarily the "ERGENSTRA SSE". As the ship was the focal point of the show, the old girl made such stars as Lana Turner and John Wayne really look to their laurels.

By 1955 there wasn't enough trade to keep her busy so she was purchased by Bruce Aitchison and renamed "GREAT OAKS". She was given Panam. registry and sailed off to new career. Tramping 1958 found her sold to Peggy Nav. Co. of Panama and renamed "PEGGY".

This did not last and she passed to Transporte de Minerales and renamed "BORNEO". Later to China Pac. Nav. S.A. still Panama flag and used out of Hong Kong. A salute then, to pass. of emergency-blt. st.frt. Unspectacular 40 yr life.
1. Margaret Sterling

Old 4-masted bark.
Laying in Lake Union.

BOOK 44; pp 36
10/5/1928/6 Larry Parks is back as skipper on the "Margnita". Capt. Peterson has gone to Seattle.

3/12/1929/6 "Margnita", Capt. Larry Parks has been delayed two nights by snow storms.

4/26/1929/6 Capt. Larry Parks quits to take a job with the Wash-Alaska Airways. Severin Swanson new Capt.

6/27/1930/7 "Margnita" leaves today on her final trip on the Sitka mail run.

2/9/1933/5 M.V. "Polar Bear" (ex-"Margnita") is now en-route to Seattle in a leaking condition. She ran on rocks West of Seward but was able to float off later. Capt. Carl Anderson.

10/10/1934/6 MV. "Polar Bear" ran on rocks near Ikatan, False Pass yesterday and was refloated today. Not believed to be badly damaged.

7/20/1935 MV. "Polar Bear" radios 'Need Help Badly' hit rocks on Dry Spruce Island. She has been plying between Seattle and Nome. Capt. C.E. Anderson.

7/22/1935 "Polar Bear" total loss; crew on C.G. "Aurora"
11/26/1930/6  Raised from near Dry Spruce Island and is now afloat at Kodiak.

Wrecked on Dry Spruce Id. 7/30/1935  (NB-9; pp 40)
Stbd. bow, coming into dock at Skagway.

Port bow, iced down, Skagway dock; (Magazine cut)

Stbd. broad, still in stream. (Magazine cut)

Stbd. near broad, still, winter, Juneau Hbr.

First trip on the strike run.
Built 1926 at Port Blakely, Wn. 162 gross; Net 130
33.6' x 21.6' x 14.4' H.P. 200 Crew of 8

(Intake and exhaust valves reversed when backing up.)
Burned for scrap on Puget Sound Oct. 22, 1948
and sunk in 60 fathoms of water.
Built the Marguita for the Coastwise Trans. Co.
In 1932 she rescued the party of Father Bernard
R. Hubbard (The Glacier Priest) who was stranded on the
Katmai River.
Went aground on a reef off Kodiak Island in 1935
Used as a dragger in her last years she was finally ignom
ously reduced to a barge.
Wrecked on Dry Spruce Id. 1935

Wrecked at the dock at Shegeway badly
In Tenakee Inlets; broke her back at Cape Spencer and dam-
15:00 P.M. 21st. unheeled. She also bounced off a rock
1927. Cape. James Forestance assisted her off at
20, 1927. went aground on Katzechin flats 17:40
Shegeway medly run. Went aground on Juneau - Sitka.
Had several accidents while operating on Juneau - Sitka.
Emp. 2/21/1927/6 "Margnita" is aground on Katzehin Flats at 07:15 this morning. Capt. James Fornance standing by and expects to pull her off this afternoon.

Emp. 2/22/1927/6 "Margnita" arrives. Capt. Peterson, says crew on watch ran on the mud flats across from Battery Pt. in snow and due to compass deviation in area rowed to Haines to get "Fornance". She is undamaged.

Emp. 7/5/1927/6 "Margnita" arr. Juneau today. Had struck hard on an uncharted rock in Slocum Arm. Fri. July 1st. in the morning. Has badly damaged keel and will have to go to Ketchikan for repairs and possibly a new keel.

Emp. 7/6/1927/6 "Virginia IV" takes run for "Margnita".

Emp. 7/23/1927/6 "Margnita" returned from Ketch. today with a new keel and will resume her Sitkarun tonight.

Emp. 8/2/1927/6 Capt. Larry Parks now on "Marg." Master.

Emp. 12/29/1927/6 "Margnita" has rough trip to Skagway; Held up at Tee Hbr., Jualin to chop ice.

10/23/1948 "Polar Bear" set on fire for scrap then sunk in P. Sd. in 60 fathoms. Had been fishing and later reduced to a lowly barge.
1. Picts as "Margnita"

Emp. 3/13/1928/2  Capt. H.M. Peterson back on "Margnita" replacing Larry Parks. New company organized

Emp. 4/26/1928/6  To inaugurate new run. Will call at Icy Straits ports, Chatham Straits, Sitka then to Petersburg and to Juneau and will discontinue the Skagway run.
In connection with Art LaGasa's whittling a wooden propellor, tell the story of the British steamship "Strathnevish", a tramp, that loaded flour in Tacoma for the Far East a number of years ago. When she was about 400 miles off Cape Flattery, her tall-shaft broke and she lost her propellor. She drifted for 110 days, and right in the ship lanes but had no means signalling assistance to vessels that passed at night and on the horizon in the days. Finally the ship's chief engineer decided to make a propellor with astonishing ingenuity, he fashioned a ship's prop out of a piece of boiler plate, and made ready to make the installation by moving the cargo foreward and elevating the stern of the vessel.

She had a number of coolies as steerage passengers to China and they were called upon to help shift the cargo of flour. The refused and a near-riot ensued. Finally they were compelled to help at gun-point. After the stern was lightened the installation was made with the wheel securely fastened to the broken shaft. However, she did not travel far when she was sighted by a British vessel and towed back to the Sound......

M.D. 8/6/55/pp27
MARGUERITE No. 214815
Cannery tender.
Karl Theil's

1. Std. broad, speed. (First album)
Built 1917 at Tacoma, Wn. Gross 40. Net 31
56' x 15.1' x 7.1' Had 80 h.p. Western Enterprise Die.
in 1928. And was owned by the Diamond K Packing Co.
of Wrangell with her port of registry as Juneau.
1. No pics. Some history in Book 37; page 38
1. Port bow, abandoned at sea, sunset. (Mag. cut)
MARIAM  
Yukon River craft  

1. No picts.
Was a steam tug at St. Michael and later went to S.E. Alaska for use as a cannery tender.
MARIE CELESTI  
Sailing vessel.

Various accounts of her two mystery stories. See large envelope No. 16.

SEE REVERSE SIDE OF THIS CARD.

Proper spelling of the name is "Mary Celeste" See V.G. account pp. 22 in Feb. 1954 SAGA magazine on my shelves.
Pict. from Life mag. See Envelope 16.
Originally named the "Amazon" Built in Nova Scotia in 1861, she was a brigantine—sq-rigged fwd. and sch. rigged aft. She had been rebuilt before her last voyage.

Note. Do not overlook plausible possibility in article Phantom Islands. Envelope 16.
1. Port, nearly broad aft. listing outward port rail under; in False Bay, Chatham Straits, Alaska.
   Looking aft. from on deck of wreck.
3. Port bow view of wreck in False Bay; small steam boat a/s.
4. Post cards of (1) and (2) above.

Large German Freighter.

She had already made several successful successful trips and paid her
crew, she could not have been saved.
If we are not working with the crews, we can make them men. Pumps etc.
Hotbed (chartered) arrived in Juneau on George A.
Chartered "D. M."
On Jan. 31, Capt. Heidt, crew and Capt.
Cargo. Boucher & Stevenson of Union. Taken works in Juneau.
Last one there was in for men. packings as she had $200,000
The small steamer alongside is the "Cornelia Cook".

January 31, 1906 Empire (Daily Dispatch?) says German str. used as a blockade runner from Siberian and Chinese ports had broken out a portlight during a gale, about 700 miles off Cape Flattery. Water flooded eng. room and soon put out fires. Drifted helplessly many days up coast to vicinity of Cape Spencer before temporary repairs, enough to make headway, were made. Headed for Juneau but stopped near Pt. Retreat by N.W. gale. Went out of control and blew ashore at False Bay in Chatham Straits. Her crew and passengers, consisting of Capt. Heldt, 9 whites and 40 Chinese were picked up by the "Georgia" and brought to Juneau. The Chinks were the crummiest lot of humans ever seen in these parts and were eventually shipped to Seattle for disposition. The vessel lay in False Bay for some time and was finally purchased by Seattle interests, refloated and towed south.

She grounded in False Bay. Over

1906, 25, 1905 of Flattery. Charterer from German
Disabled Dec. 25, 1905 of Flattery. Owners by Benson Hubbard Co. of S.F. to run blockade to Vladivostok. Was 41 days out of Seattle Jan. 25, the day
On Mar. 5, 1906 a contract was let to Bullen Salvage Co. of Victoria, B.C. to raise and tow her to Victoria for repairs.

On Mar. 15, 1906 the Salvage str. "Salvor" was in Juneau waiting to take on coal and planned to leave the next week for Victoria with the "Mariechen" in tow.

10/13/1906 she was owned in Seattle by Shubach & Hamilton and was anchored at Seattle, listing badly, dirty and mouldy. Her fate at this time was not certain--whether to repair her or to scrap her. She was built in 1893.
D.A.Disp. 3/18/1911  Beachcombers last night dynamited the old hull of the str. "Mariechen" lying abandoned on a beach near Seattle. The secured little or no loot.

SEE PICT OF CAMP CITY AT FALSE BAY WITH THE WRECK OF THE "MARIECHEN" IN DISTANCE. Book 38; pp. 55
1. Flat on her side in Eng. Channel. (Book 34; p. 33)
2. Another pict. Book 40; pp. 56
1. Stbd. broad, slow, on Hudson River.
2. Good port broad, speed. Page 17 PACIFIC FISHERMAN for June, 1952
MARIETTA

New U.S. Gunboat
1895

1. No pics.
She made trial runs on May 16, 1897 in S.F. Bay and averaged 13.5 knots. It is surmised that she will replace the old "Pinta" in Alaskan waters about July 1. this year.

Built at the Union Iron Works in S.F. She departed 'Frisco for Sitka Oct. 26, 1897 and arrived there Dec. 1. She lay there until Dec. 9, 1897 then travelled 13000 miles to Key West at the start of hostilities in Cuba.

ALASKAN (Sitka) 11/13/97 she arr. Sitka under Lieut. Cmdr. F.M. Symonds---to be stationed in place of "Pinta"
1. Port, broad, still in Seattle Hbr.
6/22/1944  Ex "Pres. Filmore" commissioned at Seattle. The "Mercy" also was an ex "Pres." liner.
1. No pict.
Sept. 2, 1893 says Fisher and Tibbets were repairing her at Juneau.

See reverse side of card on barge "Japan". This may be the same vessel used out of Ketchikan later. (Check all vessels of this name in Blue Book)
1. No picts.
A 43 ton steamer built at Tacoma in 1901
MARIPOSA

Lg. U.S. Liner.

1. Stbd. bow; slow. (Book #35 page 26)

2. See pict. and story of conversion of two Mariner ships to pass. and named for this "Mariposa" and the "Monterey".

3. VG picts. and info. on stabilizers, etc. (ME/Log, Oct. 1956 pp 68)

4. VG. Cover pict. on MARINE ENGINEERING December 1956. Also picts. and info. page 59 same issue.
See page 26 Book 35 for some information.
More info on her; Sold; Book 41; pp 38
Sold --- Book 42; pp. 7, 12, 18;
More info. on she and "Monterey" (Book 44; pp. 29)
More PICTS. and info. BOOK 45; pp 15-16-17
D.A. Disp. 10/13/1915 pp. 8 says she hit at 04:30 in calm weather but with blackness and shadows to contend with. "Despatch" was on the scene in one hour. 20 of her crew went back to Seattle on the halibut sch. "Star" 13 more went back with the mail-boat "Venture" and another 13 on the "Princess Sophia" The rest stayed with the wreck. The Bella Bella Indians are camped on the shore, having a 'potlatch' and taking everything that comes loose.

D.A. Disp. 11/7/1915 pp. 8; "Mariposa" may be floated on 9th.

D.A. Disp. 11/28/1915 "Mariposa" has been towed to Seattle where it was found she needs 6 new plates, 40 frames, and 20 more plates turned---cost about $100,000.

D.A. Disp. 11/20/1917 pp. 6; "Mariposa" wrecked, Capt. J. O'Brien had a hunch and did not want to stop at Shakan. She hit in black weather at 05:30 Sun. morning 11/18/17 on Straits Island Reef. Southbound.

D.A. Disp. 11/28/1917 "Mariposa" has broken in two...

D.A. Disp. 11/27/1917 Capt. of "Ravalli" had to put 27 crew of "Mariposa" off at Wrangell. Became disorderly!
D.A. Disp. 12/13/1917 pp. 7; Charges of drunkenness have been filed against crew of the "Mariposa" (as usual); some 'horrible stuff' by a prominent man....

Empire: 6/24/1919 pp. The Wash. Salvage Co. of Seattle may salvage from the "Mariposa"

PICT. nose in Seward Dock---taken by P.S. Hunt. from M.D. See on back of PICT. of new "SURVEYOR" in Lg. G.S.File. under COAST & GEODETIC SURVEY VESSELS.
Continued.

Hit a rock off Pointer Island, B.C. Oct. 8, 1915 at 06:00. 79 pass. put ashore and later picked up by the str. "Despatch" of the Adm Line. Vessel valued at $800,000 and cargo at $94,000. Believed a total loss—(Raised to go on run again however.) At 07:10 she had a bad list and engine room was flooded. Capt. O'Brien was off watch—

2nd Mate had her in too close.

Hit on 6 rocks near Straits Island, Sumner Straits
Nov. 18, 1917. There was 358 people on board and no loss of life.

MORE INFO. BOOK #36 Page 3

20. VG Port. broad broken half on reef. (PCA-10)
Built 1883 at Philadelphia, Pa. 3158 gross; 1939 net; 314' x 41' x 17.3'. Sold to A.S.S. Co. in 1907 and brought around from East Coast that year.

D.A. Disp. 5/7/1912 She arrived in Juneau today on her maiden trip to Alaska——under Capt. Tommy Moore.

D.A. Disp. 10/26/1912 says she bounced off an uncharted rock in Sumner Strait Aug. 13, 1912. The rock was located and charted by the U.S.C&G.S.S "Explorer".

D.A. Disp. 11/26/1912 she bumped and damaged Doc Kaser's "Santa Rita" at the Juneau dock last night——scared Hell out of Billy Dickinson and another man, asleep on her. Not badly damaged though.

D.A. Disp. 3/21/1913 Her last trip from Cordova to Juneau in 35 hours, beats the record held by the "Alameda" of 36 hrs.

D.A. Disp. 3/4/1914 says she is in Juneau southbound and reports that she was aground at Ellamar for several hrs. this trip, but refloated O.K.
1. Port, broad, speed.
2. Bow in Valdez dock from close up on stbd. qtr. Sign on 'Blum's Wharf' discernable.
3. Ashore near Bella Bella, B.C. from dead ahead.
5. Stbd. broad, listing outward. same as above.
(Pictures 2, 3, 4, 5, all in Album 16.)
7. Stbd. qtr. of Valdez dock collision showing all of dock and part of town. Album 19
8. (2) views of bow half perched upright in kelp near Straits Island, from port qtr. Album 17.
11. Port broad, intact, on Strait Island.
12. (2) Post cards of (8) above.
13. Stbd. broad; distance; wreck.

Early days of A.S.S.Co. See S.Book #1. Page 3.
Cordova 'Alaska Times' Jan. 1, 1916; Pilot Wall license suspended to Jan. 16, 1916: Negligence in wreck on Point er Id.
Made her first trip to Alaska for A.S.S.Co. and arrived in Juneau in May. Had come to Seattle from S. F. Cal. and arrived there on Feb. 3, 1912.
Arrived in Juneau May, 7, 1912 on first trip. Was pur- chased for $300,000. and overhauled for $40,000. more.

We were uncharted; ship not seriously damag- ed. Just below Ketchikan on her last southbound trip. Rock
Just below Ketchikan, although she did bounce off a rock
Damaged but dock and small craft lost placed at $40,000.
Ship only slightly
Ship was pulled off by "A. W.Memberson" and had to go back to empty. Room but came back. Went 80 into dock, sank
1. No picts.
1. No pict.
she was in Sitka with a damaged rudder and that since repairs could not be affected there she was to be towed to Juneau by the U.S.S. "Pinta"
409 tons; build at Marshfield, Ore in 1901 by the Pacific Shipbuilding Co. for C.A.Hooper & Co. of S.F. Had a 130 h.p. compound job from Fulton Iron Works and Carried----

In 1911 she was acquired by the Cottoneva Lmbr. Co. and in 1915 by the Navarro Lmbr. Co.

In 1915 she was bought by Dan Hanlon of S.F. who renamed her the "Bertie M. Hanlon"

Later acquired by the Anza Trading Co. who used her to run full cargoes of liquor into S.F., and the vessel was soon seized and sold by a U.S. Marshal

She was later beached at Martinez, on Suisun Bay, where her hull can still be seen.
MARSODAK
Steell steam schooners of the P.C. Lyman
Built 1919

3279 tons, was bought by the Charles Nelson Co. in 1927 and 10 years later sold to East Coast owners, who re-named her the "Balladier."
MARTHA
Small diesel tug.

Towing large flat raft in Swinomish Slough. Book #34
1. No pictures.
Built 1898 at Stockton, Calif. 98 tons; Ended her days at Fairbanks.

7/14/1906 her boilers were condemned by Inspectors Capt. Austin M. Walton and Thomas J. Heeney
1. Stbd. broad, speed, Tacoma Hbr.
2. Stbd. broad, speed, (Mag. cut)
3. PICT. towing Lk Wn. Bridge sects. BOOK 31 pp 36-37
Built 1886 at Astoria, Ore as the S.S. "Dolphin"
In 1891 she freighted from the Col. River to Gray's and Willapa Harbors
In 1896 she passed to the Killisnoo, (Alaska) Fisheries and was used in Alaska until 1925 then was sold to Foss who rebuilt and renamed her 96 gross; 65 net;
87.5' x 22.4' x 8.7' 240 h.p. Ingersoll–Rand diesel
5/21/1946/8 "Martha Foss" sunk in collision in Juan DeFuca Straits with Ferry "Iroquois" at 05:20. All 6 crew safe
1. Pict. being pulled off mud in Lake Wn. Ship Canal by two smaller Foss tugs. (Book 39; pp 38)

2. Info. only (Book 43; pp. 44)
Lost old wet-ass "Skagit Chief" while towing same to Portland—see PBW Nov. 1956 pp 30)
MARTHA SPENCER

Old 4-masted schooner

1. Pict. of her wrecked at Cape Hatteras. Book 39; pp 20
1. Port broad, slow. (Mag. cut)
Built 1936 at Gothenburg, Sweden 5484 tons. Owned by the Knutsen Line of Haugesund, Norway. Commanded by Capt. John Fagerland. Sails out of Vancouver B.C. to Calif. ports then to Orient and back.

M.D. May 10, 1952
MARY ANN
Navy seaplane rescue

1. PICT. BOOK 32; pp 59
1. Stbd. broad outside "Estebeth" at Jim Davis' trap---Naked Island. In my first photo album.
Built 1910 at Astoria, Ore. 32 gross: 22 Net: 64.8' x 15.4' x 4.4' and in 1928 had 75 h.p.

Owned in 1928 by a Wm. Stewart in the Coleman Bldg. in Seattle, Wn.
MARY BROWN
Old schooner
Sand Point 1893

ALASKAN 1/20/1894 says she left Sand Point 10/3/1893 with a crew of 10 men commanded by Capt. Gaffney and with her owner, Capt. Brown, also on board. Was unheard from to this date and the "Wolcott" Capt. Roath was leaving the Sound to conduct a search.

ALASKAN 3/24/1894 Wreck found on Banks Id. separating Hecate Strait and Principe Channel, B.C. Indians from Kitkatla reported finding the wreck and showed trinkets salvaged etc. No sign of life.
MARY C  
No. 93374

Old steam tug.

1. Stbd. broad, towline out, slow in stream.  VG
2. Port broad, slow in stream  VG
3. Stbd. bow, with tugs "Mary C" and "Cornelia Cook"
Owned by Henry T. Cayou.
Built 1903 at Decatur, Wn. 92 gross; 47 net; 70.7' x 18.3' x 8.8' 220 h.p. steam Crew of 8
Owned in 1925 by the American Tug Boat Co. of Everett

Have envelope info. Lg. G.S.File under PUGET SE. TUGS (Old
MARY CELESTE

Mystery ship.

More often mistakenly spelled "Marie Celeste" See card on "Marie Celeste"

Several VG stories on her in (Note Book 23; pp 78--99)

More VG. stories and Picts. (NOTE BOOK No 24; pp 80)
Port broad at Seattle Pier; Pre war paint. VG
Being salvaged from St. Albans reef. (Mag. cut)
10/31/1939/ Mary D" hit rock in Grenville Channel. Backed off and proceeded to Prince Rupert to inspect the damage.
MARY D HUME
No. 91304
American T.B.Co.
(Steam tug)

1. Port, broad, speed, at sea, as tug. full house. VG
2. Port, broad, near dolphins, small house. G
3. V.G. pict. and info. as dieselizeed. P.W.B. May. 1955

D.A. Disp. 5/20/1953 See Reverse side of "Phillip R Kelly"
See page 52 in P.W.B. For Mar. 1954
Being repowered with Washington diesel rated at 600 n.p.

next winter.

The steam whaler "Germam" end son, "Nootene" Nobody the
Herschel I.D. Both Whalers. It's not so bad as had company
Crew members will get geet $1800 for 2 years in Arctic. At
Valued at $400,000. Capt. to get about $20,000 and all
end 26 more this year, near mouth of Mackenzie River.
It'll turn. Had left S.P. Apr. 1950. Took 14 whales that year
Arrived S.P. 9/20/1952 after 2 years in Arctic. Capt. Ben
Built 1881 at Ellensburg, Ore.
Registered dimensions in 1925 when owned by A.T.B.Co. of Everett are: 155 gross; 105 net. 98.2 x 23. x 10
319 h.p. steam and carried a crew of 8.

As an old steam whaler she left Unalaska May 21, 1893
In 1902 she was a unit of the old Pac. Pkg. & Nav. Co.
and was used in Bristol Bay.
Dimensions when first built were the same except for
tonnage which was: 144.97 gross and 88.20 net; Her
steam h.p. rating was 240 horses.

MacBride of Whitehorse lists her as a 'Yukon River str.'
but I believe he is in error—her draft would not allow
her to go much beyond St. Michael. She was used around
the River delta during the Gold Rush however.

Repowered by Am. T. B. Co.  PP. 3
Left Unalaska for Articco 5/21/1893
She had a catch of 25 whales.
She wintered at Herschel Ida. 1890 to 1892 and on 8/27/1892
She wintered at Herschel 1908. 1909 to 1892 to 1898.
Sold to American Tug Boat Co. of Everett in 1908
Used as an Arctic Whaling ship from 1888 to 1898.
MARY DOLLAR

Sail—Gambling ship
  "Tango"
  "Cidade de Porto"

1. No pict.
2. Stbd. qtr. sails at sea. (P. 39; Oct. '51 SHIPS & SAIL**
Became the gambling ship "Tango" and in 1947 was sold to Portugal to become the "Cidade de Porto"

M.D. 9/27/47

Info. Page 39; Oct. '51 SHIPS & SAILING
Info. pp. 5/ Book 44.
MARY ELLEN
Eng. sealing schooner
1884

Owned by D. Mc Lean of London; carried 21 men and was built at a cost of $6000. She took 1409 skins in '84.
ADVERTISED IN KLONDIKE NEWS, (Dawson) Apr. 1, 1898

Luxurious steamer of the North British American Line built at Dawson 1898 had 'hot & cold water', was mosquito-proof and refrigerated. She carries 300 tons of coal for fuel and has 1260 h.p. 200' x 40' x 18" and carries 435 passengers. Commanded by Capt E.S. Morine. Pat Galvin, President of the company hired 2 Native pilots--Paul, and Tanana Tom--both have 16 yrs. experience on the river.
MARY E. PETRICH
World's largest tuna clipper.

1. Port bow shortly after being launched. (Mag. cut)
2. Bow on; speed. (Porthole)
Built at Petrich's Western Boat Co. at Tacoma and launched in March 1949. Draws 16' 150' long by 34' beam and powered with a 1600 h.p. Fairbanks Morse opposed piston diesel which will drive her at 13½ knots. Will carry crew of 20. Sponser was Mrs James F. Petrich and named for the mother of the five Petrich boatbuilding brothers. She was built for Petrich's own account.

M.D. 4/2/’49

Has 107" x 82" Coolidge wheel. On trials she proved to be the fastest as well as the largest tuna boat ever built (M.D. Aug. 6, ’49) Cost Petrich family $600,000. to build. Carries 68,000 gals. fuel, 2000 lube
1. No pics.
Built 1898 at Seattle 864 tons; Was still at Dawson in 1944.

D.A.Disp. 9/28/1900 pp.4; White Pass & Yukon Co. bought the str. "Mary E. Graff" from the Alaska Exploration Co. and will operate her on the river next summer.
MARY F. PERLEY

Old stern-wheeler.

2. Stbd. near broad, slow. (Mag. cut)
Built 1888 at Samish Id.; Wn. 184 gross 127 net; 104' x 20 x 5.5' She burned while laying at Alke Pt. on Sept. 5, 1901

MORE INFO. IN BOOK 36; Page 32

9/6/1901 Skagway paper says she burned off Alki Point. Capt. C.A. Call, commanding. Had no pass. and her crew was all safe.
MARY FRANCIS

Small Seattle tug.

1. Stbd. broad, Lake Union. (Magazine cut)
Many an old time skipper served in her in the old days. In the middle 1940's she was rebuilt into one of the prettiest little tugs on the Sound. Repowered with a 130 h.p. diesel. Overhaul done by Bud McCarty of the McCarty Marine Service, who owns and operates her.

She is the tug that towed the old "City of Victoria" to Mosher Beach to be scrapped.          M.D. 11/20/48
MARY GAIL
Sm. Col. River tug.

1. Good pict. and story P. 21, PMB. May 1937
3. VG. history of Upper Co. Towing Co. and their start with tug "Mary Gail" PWB. July, 1956; pp. 20
MARY JOANNE

Juneau native seiner

1. On Juneau boat hbr. grid. (PCA-10)
Owned by Bill Johnson
Stbd. broad, anchored in Seward Hbr.
In Alaska to test possibility of utilizing Alaska coal in Gov't. ships.
1. Info. only

BOOK 33; pp 47
1. Stbd. bow, speed. Seattle; (Magazine cut)
2. Stbd. broad, speed. (My first album)
3. VG. at Ketch. as logging tender. 6/11/56 (PCA--7)
4. At Ketchikan City float. (PCA-10)
Built 1927 at Seattle for Geo. T. Myers and passed to Libby McNeill & Libby interests at Craig some time before 1930.

Gross 66: Net 45: 56.4' x 17' x 7.6' 135 h.p. Atlas-Imperial diesel.

After Libby's folded up their plant at Craig she was sold to logging interests in Ketchikan. For a number of years she was operated by Vic Robinson (former Juneau carpenter) who ran her as a camp tender from various locations near Ketchikan. The last of these was the L.O.G. outfit in Ratz Hbr. After they went belly up she was sold to young Gene McKay (Son of Fred who ran the mailboat Eureka)

In the early spring of 1964 Gene renamed her KASAAN and repowered her with a 610 G.M. (I believe)
1. Pict of damaged bow after hitting and sinking the U.S. Navy Hospital Ship "Benevolence" (Pict. clippid from Seattle P.I. Aug. 28, '50)

2. Collision with "Benevolence" Book 40; pp. 42-43
MARY MANNING
4-masted schooner

1. Stbd. broad, sails; at sea. SHIPS & SAILING Jan. '51
Page 39.
1. Port broad, slow, black hull, white house.  VG
MARY OLSON
Pacific Coast Wooden Steam Schooners

848 tons; built 1913 at Fairhave, Calif. by the Hammond Lumber Co. in the old Bendixsen yards

Owned as a single ship corp. and drops from registry in 1918. Had 550 h.p. triple-expansion steam from United Engineering Wks.
1. Pict. at dock. (Mag. cut) Page 40. Book 33
MARY W. BOWEN

5-masted schooner

1. VG pict. in MARINE ENGINEERING Sept. 1958 pp 34.
l. No pict. Info. in Book 37; page 39

Canadian steam tug.
1. Stbd. broad, in GovT. Locks.  VG
1. VG porthole pict. (PHP--4)
1. Port bow, loaded lumber, Foss 18 a/s; Seattle.
2. Port broad, " " " " " " Seattle Hbr. G.
Car Barge; Built for Columbia Construction Co. of S.F. at Camden, N.J. in 1909.
1729 gross; 1729 net; 369' x 50.2' x 10.5'
MATANUSKA

Alaska State Ferry
Officers:
Capt. Tillman Daigle (a)
Capt. Art Laird Harold Johnson Oct. 1964 (b)
1st Mate Otto Lika (a) Harold Paine (b)
1st Mate
2nd Mate
2nd Mate
Chief Eng.
Chief Eng.
Assist. Eng.
Assist. Eng.
Purser
Purser

(Capt. Laird fired over the Wrangell Narrows grounding in fall of 1964 and replaced by Harold Johnson.) (Also, against him was the collision with the "LARK" and a previous brush with shore in Sergius Narrows.)
1. Loading lumber at Coos Bay.
MATHILDA FOSS

Album 13.

Foss L. & T. Co. Diesel tug.

1. Port, broad, slow, Tacoma Hbr.

Ex "Capt. Gregory Barret
"Gordon"
Built 1909 at Portland, Ore as the U.S. Govt. Str. "Capt. Gregory Barret". Some time later she was re-named "Gordon". In 1934 she passed to Foss Co. who repaired and re-named her "Mathilda Foss" 300 h.p. "Western" diesel. 149 gross; 101 net; 91.2' x 21.8' x 10.5'.

Capt. Roy Hall was in her during her trip at Midway and Pearl Harbor.

5/26/1939/8 C.G. "Haida" picks up the barge she lost in the Gulf off Yakutat and towed it into Yakutat for her. The tug threw a blade on prop and had to drop the two.

1. No picts.
Known to have operated on the River in 1900 and 1901
1. Stbd. near broad—sketch—Port Hole Pict.
2. Port broad, slow; good Mag. cut.
3. Stbd. broad, sketch: (Porthole)
4. Stbd. broad at dock. June '52 S & S page 38
5. Heads for scrap. BOOK 45; pp 22

Rebuilt etc. 1957. See page 71 M/E Log July, 1957

"Queen Frederika", after the Queen of Greece.
From the Penamnan to the Greek flag. Her new name is
"Attalanta" (ex "Malolo", etc.) and has transferred her
"Atlantic" (Spring 1955; pp 4; Home Lines) has renamed it's Lines

Was owned by the Home Lines in 1952 and renamed the
Built at Philadelphia 1926 as the "Malolo" and entered the Calif.-Hawaiian service. She was slightly smaller in size than the "Lurline", "Monterey" and "Mariposa" of the same company.

17,226 gross tons 554 ft. x 85 ft. x 30 ft.
21,000 h.p. and a speed of 22 knots.

Built at Cramp Shipyards and launched 6/26/1926
Made her maiden voyage from S.F. to Honolulu 11/16/27


Passenger service.

Suffered a severe fire and has since been renovated for passenger service.

As a transport during the War II she had the "Koningsdam" as a transport.

John Eldridge, ex Fleet the "Intreiger" ex U.S.N.F. run opposite the former Queen of the Swedish merchant line.

senattitude as the ocean liner Penman, Home Lines. W111
1. See card on MONTEREY for additional info.

2. M.D. 2/11/1956. Matson Nav. Co. bought her back from Maritime Administration for $2,556,000, which is $750,000 less than they paid for her when they took her over originally from the Matson Line. Towed from storage at Suisun Bay to Newport News, Va. for refitting.

She is now stripped down and it will cost about 17½ million to convert her back to a 770 pass. ship. She will be renamed MATSONIA and will run opposite the "LURLINE" in the Hawaiian service.


4. PICT. info. BOOK 45; pp 28
LG. G. S. FILE under MATSON NAVIGATION CO.
1. No pict. Oct. 15, 1949
Built at South Shields, England in 1893 as the "Aristurian Prince" of the Prince Line. 324' 5'' x 42' 4'' x 27' 7'' and was of 3301 tons. Subsequently sold to U.S. interests and renamed the "Matteawan" after a village in Duchess county, N.Y.

According to Capt Dan Hutchins, she sailed out the Straits of Juan de Fuca on her fatal voyage in command of Capt. H.B. Crosscup, heavily laden with coal. She carried a crew of 33, and was last sighted when she signaled the lighthouse keeper on Tatoosh Island. She was lost shortly after with all hands some time around Jan. 2, 1902.

There were many steamers and sailers carrying coal from the Sound or B.C. to S.F. and the Coastal cities about that time and many of them were tremendously over loaded. An old saying states that they used to 'stick their noses under when passing the Cape and did not come up until they reached the Golden Gate.' Capt. Hutchins was a former Steamboat Inspector and mariner.

M.D. June, 25, 1949
1. V.G. Porthole pict.  (PHP--4)
M.D. Jan. 21, 1956  "Matthew Luckenbach" and "J.L. Luckenbach" are sister ships. 13,144 long tons deadweight. 492' overall and 69' 6" beam. Speed 16-knots.
The "Matthew" was formerly the S.S. "Sea Perch" a C-3 built in the Ingalls Shipbuilding Co. yards at Mobile, Alabama in 1944. She has Westinghouse engines and Foster-Wheeler boilers.
Reconstructed for Luckenbach service in the yards of the Maryland Shp. bldg. Co. in Baltimore.

The J.L. Luckenbach" is also a C-3 and was built as the S.S. "Lamar" in 1943 in the Ingalls Shp. bldg. Co. yds. at Mobile, Ala. Also converted to Luckenbach service at Maryland D.D. Co. in Baltimore in 1949.
1. No picts.
See "Joe Matthews"
1. No picts.
See "S. B. Matthews"
MAUD

3-masted Exploration ship.

1. Port near broad, assisted by tug. (Porthole)
In June, 1922 she started from Seattle on her cruise to the arctic with Roald Amundsen. Capt. Carl M. (North Pole) Hansen was skipper. Strange looking—long bow-sprit and one long and two short masts, schooner rigged.

On July 25, 1922 they watched the Alaska coastline fade away as they headed into the Arctic ice pack. They were 42 months attempting to 'drift over the top of the world' then gave up the venture. First Xmas was spent 200 miles N.W. of Wrangell Island.

The "Maud" was built in Norway for the Arctic trip, but as a ship for sailing in the ice-floes, was not much of a success. Sold to the Hudson's Bay Co. soon after her return and operated for several years as a fur-trader between Van. B.C. and the Arctic.

She was crushed in the ice and sank in Cambridge Bay off Copper Mine in the Canadian Arctic. She settled in the bottom of the bay with water over her rails—the grinding floes finished her in a few months. M.D. 12/30/50

Emp. 12/23/1925/6 "Maude" sold to Hudson's Bay Co. for debts.
M.D. May 19, 1956. — Well known in pre-war days on Pac. coast when she was running for Matson Line—has changed hands again. Purchased last week by Panrica Transport Co. of San Jose, Costa Rica, with delivery in Antwerp, Belgium. Built at Bay Point in 1919 by Pac. Coast Shipbuilding Co and has been trading for past years as the "Bali" of Panamanian registry.

New buyers are associated with London shipowner A.G. Tsavliris, whose Greek associates Tsavliris (Hellas) Ltd. of Piraeus, will manage the ship.

Originally built as the "Diablo", she was given new engines in 1927 by Llewellyn Iron Wks. of Los Angeles. Matson sold her in 1946 and she became the "Centauro" a year later ago her name was changed to "Bali" when her new owners took possession.
2. V.G. Port bow, tugs. page 13 Feb. '53 S.&.S.
M. Digest 4/5/47: 35,677 tons.
Info. in Book 36; Page 31
MAURINE

Port, nearly broad, slow, Elliot Bay. Steel tug "S.T. 12" showing partly. 'SBL" on stack. VG
Five picts of her heavily iced at City float, Juneau, Feb. 1947.

Pict. and info. pp. 26; Book 41.
1. Port broad, Snow Pass.  (PCA-10)
1. No picts.
Built 1898 at S.F. 66 tons; Ended her days on the Koyukuk
MAYFAIR
Pacific Coast Wooden Steam Schooners

870 tons; built 1905 by J. Lindstrom at Aberdeen.
In 1917 she was owned by the Leader S.S. Co. S.F. and in
1918 by James Jerome; and in the 1920's to the Chas.
Nelson Co.
Scrapped in 1936
1. No picts.
Returned today, Sept. 2, 1895 from Hoonah Hot Springs in command of Capt. Dave Piper. Capt. Piper reported the Rev. cutter "Wolcott" was at H.H. Springs searching for the murderers in the infamous 'Klootchman Killing Affair.' In Dec. she made a trip to Lituya Bay in 3 days, but while there hit a rock and holed herself. She was beached and temporarily repaired and came in to Juneau. Later beached at Douglas and repaired.
1. V.G. photo of M-G-M movie exact replica. See pics and story pages 8 to 11 in Dec. 1952 S.&S.

2. V.G. sketch, and some VG info. and story. See page 28 in Book 44.


4. For a list of the names (last names) of people who came over on the MAYFLOWER see list in Lg. G.S. Files from MAILWAY S.P.I. 8/27/1964 under HISTORICAL VESSELS.
1. VG. picts. and story in NATIONAL GEOGRAPHIC for May 1957
2. For news dispatches on her crossing Atlantic in 1957 (May) see back of DAILY JOURNAL for 1957
3. VG picts. story by Villiers. (S & S summer '59 pp 32)
4. Voyage to be re-enacted. (BOOK 44; pp 28)
Blackie Blackstone's troller. Port bow at float in Lake Union after Carl Jensen, Elmer Lindstrom and I made epochal trip.
MAY HYMAN

Sm. old gas-boat

1. a/s "Caroline Francis" (Old) (PCA--7)
1. At old Snohomish dock, 1888, with "W.K. Merwin"
Built 1886 at Seattle  86.37 gross; 47.99 net; 38 N.H.P.
74.3' x 14.8' x 3.8'
1. No pict.
Wrecked along with 3 other old river steamers during a storm at Cape Nome, Aug. 8, 1899

See "Vidette" 134 tons; Built 1897 at St. Michael. She was raised and repaired after being wrecked on the Nome Beach and later passed to the Canadian Mounted Police who renamed her "Vidette". After a few years she was sold to Syd Barrington who used her on the Stewart River. She sunk on Lake LeBarge in 1917.

67 net; 96' x 18' x 3.5'
MAZATLAN

1. See card on ALASKA (new) of A.S.S. Co.


3. Considerable info. on her in her last years.

M.D. 5/5/1956 The Van. B.C. crew who were signed on the ill-fated "Mazatlan" on a disastrous cruise last summer, will receive $53,833. in back wages and benefits as the result of an order of the U.S. Dist. Court at L.A. The seamen are members of the Seafarers' International Union.

The cash came from $175,000 put up by the Japanese interests which bought the vessel at auction in bankruptcy court at L.A. on Jan. 26, 1956.

Under her former owners, the Margo Pacific Lines, Inc. the "Mazatlan" made a weird excursion, filled with delays and mechanical breakdowns from San Diego to Acapulco last summer. The vessel had to be towed the last 350 miles back to San Diego. The crew then sued in federal court for their wages.
MEDON

Old unit of A.S.S. Co.

"Oduna"

1. No pict.s.
Emp. 9/27/1922/6 S.S. "Medon" (Oduná) recently purchased by A.S.S.Co., will sail for Alaska this Friday. She is the largest freighter ever operated on a regular schedule to Alaska. 332.9' x 46' x 26.9'. The old "Seward" which was torpedoed off Coast of France in War had a larger cargo capacity but "Medon" is largest of present fleet.


Emp. 10/25/1922/6 "Medon" towing "Jefferson" Ketch. to Seatt
MELANOCPE
Old sailing ship

1. No picts.
1. No pics.
P.C.A. 4

1. Stbd. bow, trying to land at Std. Oil dock, Juneau.
2. Stbd. bow at dock V.G. (P.38; Nov. '51 Ships & Sail-
3. Port broad, Ketch. War paint. Album 28
Info on same page as pict. in SHIPS & SAILING
MORE INFO.  BOOK 36; Page 7
2/26/1935 Tug "Melville" towing the dredge "Melba" over the Newport, Ore. bar, when dredge capsized and sank. Five men on the dredge drowned!

1. VG. Broadside (Stbd. at Ketch. dock.) (PCA--7)
Shaver Towboat back from Alaska Service...."Melville" back to Portland after bang leased to the Alaska Towing Co. of Ketch. for the past year.

The 93' vessel has been employed in S.E. Alaska as a tug between Wrangell, Sitka, Ketch. and Seattle. Shaver bought her two years ago from Knappton Towboat Co.
MELVILLE DOLLAR
Old Dollar liner.

1. Pict. and info. (1933) Book 42; pp. 16
2. See "2KYOKKO MARU" BOOK 34; pp 41.
1. No pics.
6/23/1948 Old Alaska floating cannery ship "Memnon" of Astoria, thought a war casualty, is still afloat as the "Empire Moulton." Served under that name in War II and is now named the "Preston" and being used on the Liverpool to Mediterranean ports run. Had been sold by the owners Columbia River Packers to Britain in 1940.
1. Bow on. (Mag. cut)
Departed Sitka 1/2/’69 for S.F.; Capt. W.W. Pavlof, commanding; 223.1 tons burthen.

Departed Sitka 5/9/’68 for Unalaska and the Pribiloffs; Capt. Nicholas Kashevaroff; 223.1 tons.

Of Russian American Co., Capt. A. Kashevaroff commanding, arrived Sitka from Alaskan ports, 7/21/68

From Russ. to U.S. Reg. 1/25/68 223.41 tons.

Capt. H.M. Hutchinson 10/14/69
Port, broad, in good shape, calm water, as she was when grounded on Punta Gorda, Cal. on her second trip in 1913. She became a total loss.
994 tons; built 1913 at St. Helens by J.H. Price in the St. Helens Shipbuilding yard for the McCormick Lumber Co.

Had triple expansion engine.

Was lost on her second trip, Oct. 15, 1913 five miles south of Point Gorda on the Calif. Coast.

994 gross; 589 net; 202.5' x 40.2' x 14.7' 28 crew.

800 h.p.

D.A. Disp. 10/16/1913 says she hit at midnight last night on Punta Gorda. Lumber laden---Astoria to S.F. Tugs out.
Emp. 7/24/1928. Five Japs drown today when their car slid off the deep end of the ferry "Mercer" into Lake Wash. The ferry was moored at the slip and he was one of 25 cars in line. With the Jap was his wife and 6 kids. He At the call to board he started out 'furiously', bounced off both sides of the ferry, passed clean on through and plunged off the deep end.
D.A.Disp. 7/17/1915  Capt John Olsen brought tender "Merc" of A.& P.Sd. cannery to town today from Excursion Inlet.


   PWB. pp. 13, July 1956. (NOTICE!! Not same boat.

   1. I have a picture of her in Album B See index.

9/10/1945/5  Cannery tender "Mercury", Capt. Ralph Robertson, bound Ex. Inlet to Seattle via Juneau, with 11 persons on board, hit a log off Thane at 11:30 Sat. night and began sinking. Towed in by C.G. and beached on Rock Dump flats, Temporary repairs to be made here.
MERCURY

Gray's Hbr. Pilot boat.

VG. Pict. crossing bar out to sea (N.B. 21 pp 46.)
1. No picts.
Built in New York in 1851
A bark "Mercury" with a full cargo capsized near Skagway in Apr. 1898 and was beached there. She was considered a total loss and little of the cargo was saved. She may have been salvaged and repaired and made into a barge----D.A.Disp. 7/7/1900 says "large barge "Mercury" which was recently towed from Seattle to Nome with a load of frt. was reported wrecked on the beach below Nome. D.A.Disp. 9/12/1900 pp. 4; says the Bark (barge) "Mercury" which was towed to Nome last spring by the tug "Wallowa" was a total loss in the Bering sea in a storm. She sprung a leak and had to beached, stripped and abandoned. She was owned by E.E.Caine of Seattle and was built 49 years ago.
2722 tons, built 1919 at Albina yards, Portland, for the U.S. Shipping Board.
Sister ship in all respects to Jacox.
1920 sold to General S.S. Co. of S.F.
1923 to E.K. Wood Lmbr. Co. who renamed her EL CAPITAN.
AND still owned her in 1940.
1. Deck scene; evacuating Koreans. (Book 34. page 27)
Info under picture. Book 33.
MEROM

Old bark familiar to Alaskan waters 1899

1. No pict.
Oct. 6, 1900. while anchored near the Steamers "Santa Clara" and "Kodiak" at Kodiak, she broke her moorings and blew ashore in a severe gale. One man refused to leave her and was drowned. The other two ships rode out the gale with some difficulty.

D.A.Disp. 10/23/1900 V.G. full account of the loss of the "Merom" (bark) on Oct. 6th on Kodiak Id.
1. Stbd. broad, print. (Magazine cut)
2. Battle with "Monitor"
3. Ramming the "Cumberland"
1. No picts.
See "W. K. Merwin"
1. Port broad, speed, under Douglas Bridge.
4. Group of three views in different locations—one on small boat Hbr. grid Aug. 1948
5. Set of 10 listing in head of Duncan Canal Aug. '48
D.A. Disp. 5/26/1911  New launch "Dixie" was launched near the Douglas Foundry at 21:35 last night for Mr. & Mrs. Bennett.

When built she was lower and had wheelhouse forward and a trunk cabin aft. of it. Bennett was the Master Mech. at Treadwell.
MESSENGER
Ex War. I. sub-chaser. Adventists

2. Stbd. bow, at Juneau. (PCA--7)
Taken over about 1932 by Pastor Woods of the 7th Day Adventists Mission. He took the 135 h.p. Buda diesel out of the old vessel of the same name and placed it in this one. When War II came along she was taken over by the Navy and stationed at Sitka. Green kids practically ruined her and Woods did not want her back so she was laid up in wet storage in Ketchikan and eventually sold for very little to Ketch. men who are using her as a fish pkr. (1950)

3/25/1940/3 "Messenger" gets two new 100 h.p. Cat. diesels
1. No pict.
Was a small mail launch of the Northern Navigation Co.
1. Port bow; gangplank out to river bank.
1. Port broad, as small passenger str. Nose at dock. G
1. Ruins on Gravina Island. June. 1951 (Deck view)
2. Same time---stbd. broad of hulk.
Emp. 4/18/1925/6  W.R. Lebo will move his reduction plant from Hawk Inlet to the big floating plant "Meteor" which he recently purchased from the Seaboin Sailas Co. of Seattle.
1. Picts. only taken by me in P.C.A. 6. (1951) as derelict.
Built by Hall Bros. Yards at Port Blakely, Wash. 1891
600 Gross--518 Net; 177.3' x 38.4' x 13.5'
W.R. Lebo towed her to Hawk Inlet Apr. 18, 1925 and moved
his shore saltery on her.
Listed as owned by Marine Products Corp. (Wash.) in Ketchikan in 1928 Blue Book.
METEOR

Old steel st. sch.

1. Port broad, deckload of lumber.

2. Stbd. broad, in Ketchikan Harbor.
Was reported lost with all hands in Dec. 1903 but was later picked up drifting in Bering Sea and towed to Seattle by the Steam tug "Tyee" arriving there Dec. 15, 1903.

2301 tons, built in 1901 by Craig S.B. Co. Came to West Coast under Globe Nav. Co. and organization of Great Lakes capitalists with headquarters in Seattle, who also operated a fleet of wooden sailing schooners in the lumber trade.

The "Meteor" carried 1550-M ft. of lumber or 3400 tons of coal. Was acquired by the Pacific Coast Co. in 1908 and was sold in 1917 to Boston owners. Was lost on Block Island, July, 10, 1926 without loss of life.

Had 1000 h.p. triple expansion engines aft.

SEE REVERSE SIDE
NOME NEWS 2/16/’04 says she lost her rudder and was picked up by the "Eureka" and towed to Dutch Hbr. Oct. 26, ’03. Jury rudder rigged and "E" started to tow "M" south. The C.G. "Manning" escorting them. Line parted in Akutan Pass and "E" afraid to turn around. The "Manning" Capt. C.H. McClellan, managed to pick her up before she was blown ashore and towed her back to Dutch Hbr. where she waited for a salvage tug. Capt. Ames commanding "Meteor".

See reverse side of card on "Kingfisher" for collision in Grönville Channel in 1911.

D.A.Disp. 10/31/1912 She plowed into and wrecked the Behrends Float near the Juneau Fish & Ice House last night when the signals from the bridge were mis-read in the engine room. Capt. Thompson, commanding, the gas-boat "Musher" had a narrow escape.

D.A.Disp. 3/3/1915 Unit of P.C.S.S.Co., and is on last trip to Alaska. Will be placed on lumber and coal trade from Seattle to the East Coast. She has been on the Alaska run since being purchased by the P.C.S.S.Co. in 1908. The str. "Montara" of the same company is already on the new run--left last week.
1. Port, broad, slow; as old steam tug.
2. Stbd. broad, near Fremont bridge as L.C.Co. mailboat.
3. Stbd. broad at Seattle Pier as ATS. ST 345.
4. Port. near broad, at Union Bay Term. (Mag. Cut)
5. Stbd. broad, at sea as old steam tug. (Mag. cut)
6. Repowered in 1934—story—Album 48; pp. 25
7. Two V.C. Towing: off Portland Island. (PCA--7)

Being towed by the tug "Meteor" Little Bay on May 23rd in 10 minutes. Crew saved. Was 550 tons and 125' Long, Towed about 6 miles off.

PP. 25. (Mag. Cut)

Book: ALBUM 7

1934--Story--Album 48; pp. 25

Two V.C. Towing: off Portland Island. (PCA--7)

Emp. 3/20/1927 6 "Meteor" St. Micheel Tender, saved by Capt.
Alameda

Built 1900 at San Francisco, Cal.
Dimensions: 75' x 18' x 7' Gross 68 Net 40
Steam developing 70 h.p.
Diesels swing two 48 x 40 Coolidge wheels

Came out a coal burner then about 1905 she converted to oil. On her first trip she ran across the transport "Roosecranz" stranded on Yukon flats with troops on board. Made enough off that rescue to pay for her. Later chartered by Gout to carry dead natives to burial from meassels. Then owned by Alaska Explorations Co. Later they merged with famous A.C. Co., Northern Navigation Co. and others. In 1923 Capt. Frank P. Williams bought her from the Northern Navigation which had bought out all the others. He used her for lighterage work at St Michael to 1924 then took her to the Sound and engaged in towing. Operated to Southeastern for a while. About 1927 she had two 110 h.p. Washington Diesels installed and was to be taken North by Williams to run mail from Nome to St Michael and Nome to Kotzebue.
1. No picts.
Port broad, still, in s-ream. (Mag. cut)
7061 tons: Operated under bareboat charter to War Shipping Administration in War II and still going strong in Apr. 1945
MEXICO

Album 15.

Lg. old Pass. liner.
A. S. S. Co. "Aleutian"

1. Std. broad at old dock.
Official No. 205116  Built 1906 at Philadelphia, Penna.
6362 gross; 3700 net; 400' x 50.2' x 17.5'  Crew 128
5000 h.p. steam.

Mention in Book 36; Page 40
Check story and pict. See Page 41 in Book 35 for more.
MEXICO

No 91411

Some sort of old str.
used on Alaska run 1900

1. No pict.

Her landing at Dover with 6 or 700 press bound to Klondyke.


Dixon Bnt. Aug. 4, 1901.

Douglas Id. News 7/19/99 says ship hit west Devil Rock in

Alaska twice a month for 21 years.

You think this trip which is the first trip he has missed to

Capt. George, pilot for P. S. S. Co. was off for an operat-

and (quote) needs more than a heavy dew to float her.

Her coming in during a minus tide. She is a deep boat

ALASKAN (Strike) 5/22/1917 says she scraped bottom in Strike

ALASKAN (Strike) 10/6/1914 Capt. Carroll at Strike on 4th.


ALASKAN (Strike) 6/30/1911 Unit of P. S. S. Co., Capt. James
Wrecked in Dixon's Entrance shortly before 1900
Mentioned in item in Alaska Mining Record Dec. 14, 1900

Built 1882 at S.F. 1797.44 gross; 1340.72 net;
275' x 36' x 20.7' 1500 h.p.

Believe she ran on West Devil Rock in 1899

DAILY ALASKAN (Skagway) 10/24/1901 says she was re-

amed "Mexico" and was to stop there on this trip from

ome to Van. B.C.

DAILY ALASKAN 9/8/1901 says she was being repaired at

etle and will soon go back on the St Michael run.

Bob DeArmond says she was a total wreck in 1897. (Note:

ee card on "Manuense"

This vessel (Mexico) was in Sitka 6/26/92 with Capt. J.C.

unter, commanding.

6/25/92 Arrived Sitka with 70 tons frt.

ALASKAN (Sitka) 10/4/90 says she arrived at Sitka on Oct.

nd on her first trip—replaced the "Geo W. Elder" Capt

atterson and Chief J. Dawson. She made her first trip

to Alaska in 1885.
D.A.Disp. 2/21/1911 Str. "M.F. Plant" was to replace the "Adm. Sampson" on the Pacific Coast runs.
D.A.Disp. 11/16/1911 says she had a broken tail-shaft and was being towed to S.F. by a 'passing str.'
1. No pics.
Wrecked at Loring sometime prior to 1910  See EMPIRE
Apr. 18, 1910
1. No pics.
She may have been a barge on the Main River in 1901.
MICHIGAN

1. Port bow, at dock. Canoe in pict.  

Very old steam tug.  

Album 10.
Port broad, speed, in Scow Bay. Wrangell Narrows.
105' B.S.P 511  Built (unknown)

296 gross; 235 net;  Twin 135 Caterpillar Diesels.
Freighting, home port Juneau, Documented Oct. 17, 1946.
Owner James V. Cole.
1. Foundering at sea. Book # 34 page 27
1. Stbd. broad, small craft nearby, Seattle. (Mag. cut)
2. Pict. and info. (Book 44; pp 16.) pp 36
Ship arrived from Japan Aug. 31, 1896 at Seattle to inaugurate N.W.-Japanese shipping.
MIKIMIKI

Young Bros. Limited.

Large diesel tug.

1. Port, broad, speed, holiday crowd on board. VG

2. " " " same. (Mag. cut)

3. Port bow, speed, 'Frisco skyline. (Porthole)

4. VG Half-bredth plan. BOOK 32; pp 12

SEE CARD ON YOUNG BROS. FLEET. Under Y.
"Mikimiki" is a Hawaiian name meaning 'on time'.
Designed by L.H. Coolidge and built at Ballard Marine Ry.
Completed in Mar. 1929 at a cost of $210,000.
125' x 29.4' x 12' Gross: 264; Net, 59; Speed 11½
Cruising radius of 3575 miles on capacity load of 30,000
gallons fuel. Has twin 560 h.p. Fairbanks Morse's
An electric towin winch holds 1300' of 1½" wire.
MORE INFO. BOOK 36; Page 31
HISTORY IN BOOK 35; Page 51
Departed Sitka 1/10/1868 for S.F.; Capt. (P of S) R. Snow. Commanding; 772/70 tons burthen.
1. Port, broad, stbd. list, on flat beach, moderate surf beating around her.

2. Port, broad, nearly same picture as above, but not as clear and more broadside. Album 19.

3. Port bow, still in stream. (Porthole)
Cut up for scrap in Seattle in 1931 by Paul Eidsmore. Info. in Book 36; Page 32
1. No pics.
Built 1898 at Ballard; 396 tons; Went north to Dawson in 1898 and sometime later went to the Kuskokwim where she ended her days.
1. Stbd. broad, speed, Puget Sound. VG
2. Good pics. and story Feb. '52 PMB page 14 to 16
3. VG. pics. and info. (retired) S&S. Spring '56; pp. 49.
4. Pict. and info. Retires. (Book 43; pp. 43)
Built 1913 at Seattle by Moran Co. for the Chicago-Milwaukee & St Paul R.R. to tow car barges on the Sound.
Still in service in 1944. 221 gross; 101 net; 107' x 24' x 15.2'

To be retired (Book 44; pp. 18)
Picts. and info. being retired. (Book 44; pp. 21) pp 18
1. No picts.
See story of her loss etc. in large file. Envelope No. 5.
The above story is now in (Note Book 23; pp 99)
MILWAUKEE BRIDGE
Pacific Coast Steel Steam Schooners.  Lyman

3275 tons; built 1919 at Newark, N.J. yard of Electric Boat Co. for Shipping Board. 5350 deadweight tons. 1500 h.p. geared steam turbine by Westinghouse at Essington, Pa. 324' x 46.2 x 25.

Sold to Matson Line of S.F. and renamed "Malama"

She was one of our first War casualties when on Jan. 1, 1942 far out in the Pacific she reported by radio that an unidentified plane ordered her to heave to. Nothing has been heard of her since.
1. To go on Taku Inlet run. Book 42; pp. 2.
1. No picts.
See page 40 Mar. 1952 P.M.B.
1. Two views (bow only) at Newtown float; Ketchikan.
2. VG. broad; coming into Ketch. (PCA--7)
3. Another VG. pict. slow; Ketch. (PCA--7)

Later "Persevere"
2448 tons, carrying 3950 tons deadweight built in 1918, at Camden, N.J. by N.Y.S-bldg. Co. for Atlantic Transport Co. and requisitioned by the Shipping Board. 300 x 40 x 23 and had triple-exp. of 1450 h.p. made by builders.

After a few years under ownership of the Grace Line of N.Y., she was sold in 1927 to the New Orleans & South American S.S. Co. who later renamed her the "Nosa Duke"

In 1932 she became the "North Wind" of the Northland Trans. Co. of Seattle who still owned her in 1940.
1. No picts.
Built 1898 at Tacoma. 236 tons; Passed to the Alaska Railroad in 1927 and was still afloat at Chena in 1944.
Port, broad, bow in rocks and near high rock; Still has steam up. Wrecked on Hoturogiro Rock Inland Sea of Japan 1914.


Port broad, Seattle Hbr. (Magazine cut)

Stbd. bow, still in stream. (Porthole)

Port broad, slow, smoke. (Mag cut)
Built 1904 at New London, Conn. for James J. Hill
20,602 gross; 13,121 Net; 622' x 73.5' x 19'
10,000 h.p. steam and made 16.03 knots on trial run.
Came around the Horn and into Elliot Bay in the
winter of 1905, under command of Capt. John Truebridge.
Initial Oriental trip began Jan. 23, 1905
A sister ship the "South Dakota" was also built
in 1905 and came around the Horn to run to the Orient.
Both had accommodations for 250 first class, 100
2nd. class and unlimited space for steerage.
"Minne" shuttled steadily from 1905 to 1915 at
which time she went to the East Coast. Left Seattle the
last time Nov. 14, 1915. Taken over by the U.S. during
War I. and used in the Atlantic successfully. After the
war she passed to the International Mercantile Marine, but
in 1921 after periodic lay-ups she was permanently laid up.
In Jan. 1923 she was sold to a New York wrecking firm and
dismantled.

Launched Apr. 15, 1903.
M.D. Oct. 7, 1960 says she was scrapped in Germany. She and sister ship "Dakota" were the largest freighters.

Ever built!! Carried a cargo of 28,000 measurement tons.
Not sure if this is the same one as the Jim Hill liner.

D.A.Disp. 12/7/1915 Str. "Minnesota" of Seattle, which left Seattle Nov. 19th with munitions for London and was later headed back to S.F. due to an explosion in the engine room, was today drifting helpless at sea. Unless tugs reach her soon she is liable to be lost on Cedros Ids.

Three men are in irons for the trouble to the engines.

V.G. pics. and info. Book 44; pp. 11.

1. VG. Port broad at Juneau July 19, 1956. (PCA-10)
255' C.G. with 15 officers and 112 men. Built in 1945 and is one of a class of 13 such ships. Single screw turbo-electric and delivers 4000 h.p. to a 12' five blade prop. at 128 turns per min. She is stationed at Long Beach, Calif. and is to substitute at Juneau for the C.G. "Storis" which is on Bering Sea patrol. Comdr. Roger M. Durley, is skipper and Lt. J.G.) H.L. Johnson, is Engineering officer.

Emp. 7/20/1956.
1. No pictures available. Good story of Freighting in storm in 1880.
MINNIE A. CAINE  Old P.C. schooner.

1. V.G. Picts. and story---Album 48;  pp. 20-26-22-23
1. Stbd. nearly broad, decks awash, slight port list. Being towed in over Columbia River bar to Astoria May, 5, 1908.
Built 1894
632 gross;
Piled up on Yaquina Head, Ore May, 2, 1908 11 of the
21 on board were lost.
New tender "Minnie B" of the Kodiak Fisheries Co., 85' long, was launched today.
MINOOKA
Pacific Coast Steel Steam Schooners  Lyman

3280 tons; built early in 1920 at Mobile S.B. Co. in Mobile, ALA. for Shipping Board. 5000 deadweight tons; 3248 x 46.2 x 25; 1600 h.p. triple-exp. from Elliot Mach. Wks. of Baltimore.

Sold by S.B. to Gulf Pacific Line of S.F., operated by Swayne & Hoyt and renamed the "Point San Pablo"

About 1931 she passed to the McCormick S.S. Co. of S.F and was still owned by them in 1941.
INTO Qld Oenad Lan River steamer.

1. Bow view at pier on Arrow Lake (P.M.B. May '52 Page 23)

2. Picts. and story; P. 17; June, '53; S.&S.
Built 1902

Info. pp. 4, PWB  July 1955
Drive launched to save her.  (Book 44. pp 16.)
Mischief
Old steam powered schooner
From Lewis & Dryden
Later the "Alaskan"

1. Stbd. broad, slow. (620 neg.)
Built in 1886 at Oneonta, Ore as the schooner "Mischief" for the Yaquina Bay trade. In 1892 she came to Victoria, B.C. as a sealing fleet tender. Rebuilt at Seattle in 1904 by James Gilmore and used from Seattle to the San Juan Islands for two seasons. Then passed to the Black Hdw. Co. and lengthened for the Seattle-Ketchikan Alaska run. Sold back to Victoria interests in 1915 and lost on the West Coast of Vancouver Id. in 1916 with a loss of 30 lives.

Original dimensions: 138 gross; 75 net; 80' x 18.7' x 7.4'

D.A.Disp. 8/21/1900 Str. "Mischief" is in Juneau and will be placed on the Juneau-Skagway run.
1. Listing out on Juneau grid. (PCA-10)
1. Speed, at sea, air view. V.G. (Newspaper cut.)
2. Diagram of tugs freeing her. Stern view of salvage vessels pulling her off. V.G. (Mag. cuts)
5. V.G. pict. and info. 'Goes into mothball fleet, etc.)
Some statistics.—Winter 1955 S & S.
The battleship "Wisconsin" also was ashore. She grounded Aug. 22 1951 on the Jersey shore. See card on her.

Info. only (Book 43; pp. 11)
U.S.S. battleship. "Mighty Mo"

Goes into the mothball fleet—pp. 6/ Winter 1955 S&S
VG pict. pp. 33 S&S Winter 1956

VG pict. stuck in mud. BOOK 31; pp 71 to 75
1. Port broad, slow, (Mag. cut)
5908 tons: Sold before the War II to British interests. First Am.-Hawaiian vessel to make a westbound transit of the Panama Canal.
Left Sitka 5/3/1892 Capt Wm. Smith, 8 Native hunters and 4 canoes to seal on N.W. Coast.
MIZPAH

Album 10. Diesel tug.

1. Port broad, slow, near dock, no background. VG
Built 1905 at Olympia, Wn. as a passenger boat.
Converted to a tug in 1925 at Olympia and powered with a
60 h.p. F.M. (C-O) In 1943 she had a 130 h.p. gas engine
installed then exploded and burned at Olympia on May 11,
1943. Being rebuilt by the Capitol City Tug Co. her
last owners in 1944. 17 gross; 11 net; 46.5'x13.5'x4.1'
1. No picts.
Built at Prsper, Ore. 1898 64 gross; 41 net; 6 crew.
Listed as Frt. '70' x 22.9' x 7'
She blew up on the Kvichak River May, 8, 1910 with the loss of one man out of 8 on board.
4554 tons; completed by N.Y. Shipbuilding Co. at Camden, N.J. for the Shipping Board who had requisitioned her while on the ways. Had been ordered by the Carpenter-O'Brien Co. and designed as a lumber carrier of 8600 tons deadweight. 362.3 x 51.2 x 32.2 2200 h.p. triple ex. engine placed aft like a tanker's and was probably the largest vessel ever designed to carry lumber in this country. Launched in 1918.

Owned by the Shipping Board until 1924 then brought to the West Coast by the Hammond Lbr. Co. of S.F.

Hammond's sold the ship back to the East Coast to the Mallory Line in 1935 who renamed her "Malamton" and still owned her in 1939
1. No pict.
Built 1911 at St. Michael. 284 tons; Operated on the Koyukuk then later passed to the Alaska Yukon Nav. Co. in 1914. Hit a rock and sunk near the Little Salmon River in the fall of 1920 while enroute to assist the Str. "Selkirk" which was wrecked at the mouth of the Stewart River. She carried the nickname of 'Shaggy dog'.
1. VG Porthole pict.
Commissioned at Seattle's Pier 46 Jan. 25th 1957. She was formerly the "WOLVERINE MARINER" and is first of two re-commissioned Mariners which States-PTL is placing in its Calif.-Orient service.

Puget Sd. Bridge & Dredge Co. handled the conversion. The second vessel of the two Mariners is the former SS "BUCKEYE MARINER".

The 20-knot "M.M. DANAL" is rated as the most modern and efficient type of cargoliner now in service in the U.S. Merchant Marine. 563' 7.75" x 76' 14,828 Dwt. 11,745 gross tonnage. Dry cargo storage area totals 736,723 cu. ft., with refrigerated cargo space of 30,254 cu. ft. She also has deep tanks for liquid cargo storage.

Will be placed in service immediately between Pacific Coast ports and the Far East, picking up cargo at Long Beach and San Francisco for her maiden voyage to the Orient.

M.D. 2/2/1957
1. No picts.
Built 1896 at Tacoma. 82 tons.
1. Stbd. broad, nose on beach, picknick. (Mag. cut)
Shown at Stone's Landing (Redondo Beach) about 1900
She was a little steamer about 35' long and had two steam
whistles which the owner liked to blow to try to imitate
the bird of that name. Residents of Tacoma circulated a
petition to keep him from it as it disturbed the peace
at night when he was returning with parties of revelers.
Article was by W.J. Betts in M.D. 1/29/’49

THERE WAS A SMALL STR. OF THIS NAME AT SKAGWAY IN 1901
D.Id. News: 11/27/1901 says the Str. "Mockingbird" was
being repaired at Skagway and was to soon go on the run to
the Hoonah Hot Springs.
1. No picts.
Port broad, slow, East waterway. Seattle as Foss tug. Port, broad, slow, as old steam cannery tender.
Dimensions: 119 Gross; 69 Net. 79.2' x 21.' 8.1.
Steam plant replaced with 350 h.p. diesel in 1926
Chartered to Foss Co. in 1943
MOGUL

1. Stbd. broad, still, in stream.  VG
Built 1886 at Tacoma for the Tacoma Steam Nav. Co. 94' x 19.8' x 10.6' (The company was composed of Capt. James Griffiths, Gen. J.W. Sprague and J.W. Anderson.) She was used in ship towing from the Cape and skippered by Capt. Clark (Woody) Sprague. In 1894 she was sold to Capt. Henry Smith and placed under Canadian flag. Smith lost her in a slight collision with the British bark, "Darra" which she had taken to sea. He beached her about two miles east of Tatoosh Id. and she soon pounded to pieces.
MORE INFO. BOOK 36; PAGE 26
M.D. 2/28/'53 says she was 1st tug built on P. Sd. Page 8.
MOGUL

Third tug of the name Dieselized steam-tug.
James Griffiths & Co.

1, No/10/3/51. Stbd. broad. Sept. P.M.B. '51 Page 17
157' former steam tug "Logmac" Converted by McGintie & McDonald, consulting engineers at the B.C. Engineers & Shipbuilding Co. of Van. B.C.

She will tow a converted LST which has been made into a barge carrying bulk caustic soda, chlorine and other commodities.

Unit of the Griffiths S.S. Co. of B.C. (which was formerly known as the Coastwise S.S. & Barge Co.)

The barge will be named the "Griffco" and is the third to carry that name. Will make a bi-monthly tow from Tacoma to Columbia Cellulose Co. of Prince Rupert, B.C. and the H.R. MacMillan Co. pulp division of Harmac, B.C.

M.D. Jan. 13, 1951
Arrived at Victoria, B.C. from Yokohama, 5/20/’93
1. Stbd. bow, at dock "Donicella" in foreground.
Unit of the Puget Sound Frt. Lines, acquired in 1928 along with the "Seal"

Built 1921 at Friday Hbr. as a twin-screw diesel ferry for use from Seattle to San Juan Isds. Converted to a single-screw steamer in 1927 by P.Sd. Frt. Lines. Sold to Col. River interests at Portland, Ore in 1939 and used in frt. trade from Portland to The Dalles. Rebuilt into a tug in 1942 by the Upper Columbia Towing Co. to tow oil barges from Calif. ports to the Columbia River. Her name was changed to "Paula" at this time and a new medium duty 1200 h.p. Enterprise diesel installed. Shortly after this she was taken over by ATS. and used in S.W. Alaska by the Army. She burned and sank at Seward on 1943

MORE INFO. BOOK 36], Page 48
Arrived at Sitka 5/12/’92. Commander H.L. Johnson, commanding. Steam propelled. (Maine class)

10/5/1892 she was petitioned by Mr. DeGroff and Sitka people to look for the over-due mail str. "Elsie" but Comm. Johnson refused on grounds that he had orders to proceed to Mare Id. He took off for the South.

ALASKAN (Sitka) 3/18/1893 says Commander Henry L. Johnson was dismissed from U.S.N. for a recent grounding of the "Mohican" on P. Sd. and also for his refusal to search for the missing "Elsie" last fall.

1. Half bredth plans etc.   (Over)
2. V.G. Cover pict. P.W.B. June 1953
3. Picts. and info. Pages 10, 13, 34; Book 41.
For story and plans see page 22 Pacific Work Boat Sept. 52
More on her on page 10.  P.W.B.  June '53
1. PICT. in heavy seas. VG. BOOK 33; pp 49
1. No pict. in 1950
Former Seattle frequent visitor in prewar days has been reported sold by the Matson Nav. Co. to Campagna Cristobal de Vapores, (Michael Embiricos) for a reported $350,000. She is to be renamed the "Fryxos" and will be registered under the Panamanian flag. Her new service has not yet been made known.

M.D. 7/10/48
1. Stbd. bow at pier. (Porthole)
Built at Malmo, Sweden. Was in Seattle Feb. 1951 on maiden voyage. Capt. Frode Bjorn-Hansen. Seattle agents are the Interocean S.S.Corp. manager Alf Lee. Owned by Westfal-Larsen & Co. of Bergen, Norway. She is a sister ship to the same company's "Berganger" which was in Seattle a few months back (1950). For more on dimensions see card on "Risanger"
1. No pics.
1. Stbd. broad, speed. (Porthole)
Powered with a Burmeister & Wain two-stroke single acting diesel developing 6850 h.p. and giving the vessel a speed of 15 knots fully loaded.

Capt. V. Jusjong, is master of the new Danish M.S. of the East Asiatic Line. She was built at Næskov, Denmark in 1950 and made her maiden voyage to the Pacific N.W. in Mar. 1951. Was in Seattle Mar. 10, 1951. M.D. Mar. 10, '51.
MONAGHAN
Can. tender.

2. Port near broad at float in small boat hbr. 9/29/48
MONARCH

Yukon River steamer

1. No pict.
2. Bow view; distance; a/s river bank. (Page 55; Feb.'52 SHIPS & SAILING)
Built 1898 at Ballard 463 tons; Towed to St. Michael by the S.S. "Rival" Capt. C.W. Sprague. Was on the ways at St. Michael in 1944.

Arrived at Dawson July 21, 1898. She had left Seattle in tow of the S.S. "Rival" May 16, 1898. The steamer also had a scow in tow. The barge broke up on the way but the "Monarch" came through in good shape. Owners, Columbia Navigation Co. Has a sister ship the "Sovereign"
Purchased by Capt. Wallace Langley in spring of 1907
MONARCH

Miki tug
P. Sd. T. & B.

1. Port near broad, speed, Seattle Hbr. (Porthole)
2. Port broad, slow, Seattle waterfront.
3. Port bow, speed, Seattle.
4. Stbd. bow; in D.D. (Porthole)
5. More pict. and info. pp. 7; Book 41.

Notice/ A former tug of this name was rammed and sunk by the French frtr. "Zenon" off Port Townsend 10/10/1925

Later discovered that the tug was the "Sea Monarch" not the "Monarch" as stated in first reports.
Mikimiki type tug built at Quincy, Mass in 1944
117' long and grosses 292 tons 1200 h.p.

Lost a steel barge (P.S. No. 91) off Oregon Coast in storm
Dec. 26, 1951. Barge drifted ashore at north entrance to
Umpqua River and tug continued on to Seattle. It registers
about 300 tons and is used in coastwise towing.

M.D. Dec. 29, 1951

The above barge was pulled off in Jan. by the
3000 h.p. "Salvage Chief" (a converted military craft)
and towed to the mouth of the Columbia River where the
Monarch" hooked onto it and towed it on to Seattle. The
bottom was badly damaged and air cushions were used to
keep her from filling. Commercial Ship Repairs was a-
warded a $95,000. contract to repair the barge. 260' long.
1. No picts.
See card on "President Filmore"

As a unit of the Pacific Mail S.S. Co. she ran on reefs at Midway Island, 9/15/1906. The A.T.S. "Buford" left Honolulu, to pick up her some 500 pass. stranded on the reef. She was later refloated and proceeded to Honolulu under her own power but leaking badly.
Port broad. Print. (magazine cut)

Battleing the "Merrimac"


NOTICE: SEE EMPIRE FOR June, 10, 1914 pp. 2 'Korea built iron clad battleships in 16th century or 250 yrs. before "Monitor" & "Merrimac"......etc.

K.D.N. 7/19/1955 Diver finds sunken hull of "Monitor" off Cape Hatteras. Was lost in storm while being towed by the U.S.S. "Rhode Island" Dec. 31, 1862

Diver Cpl. Robert Marx says he found the hull in 50' of water about one mile off Buxton, N.C. near Hatteras.

SEE LARGE ENVELOPE No. 23. (Sinking solved)

VG account (above) now in (Note Book 23; pp 101)
From Alaska Press Apr. 1951:

One of the first ironclad warships, the USS "Monitor" apparently has been found in 120' of water, 20 miles S.E. of Cape Hatteras, N.C.

A spokesman for the 6th Naval District said however that the Navy had no plans to raise what is believed to be the Yankee "Cheese Box on a Raft".

A routine antisubmarine patrol made the discovery in 1947. Although the hull has not been inspected by the Navy, the dimensions are the same as those of the Monitor. It is in the same area where the Monitor was lost in a gale on Dec. 31, 1862.

She was the federal warship which engaged the Confederates, "Merrimac", also an ironclad, Mar. 9, 1862, off Newport News, Va.

The Monitor withdrew after her commanding officer was wounded. The Merrimac was sunk by the Confeds. during the evacuation of Norfolk, Va.

Although the famous sea battle was indecisive, it marked the opening of the era of armored warships.
TRUE Nov. 1953

"MONITOR" was 172' x 42.5' x 10.5' and of 1255 tons displacement. Had no freeboard, the decks being flush with the water. She had iron plates 9" thick on the hull, and 1" thick on deck and her single turret on deck was 8" thick and housed two 11" guns. She defeated "Merrimac" Mar. 9, 1862. Later that year she sank off Cape Hatteras, while under tow. That was last known of her until 1947 when the underwater sound-detection apparatus of a navy vessel on sub. patrol picked up the outlines of a vessel on the bottom about 20 miles S.E. of Hatteras in 120' of water. The dimensions correspond with those of "Monitor" but so far no effort has been made to raise her.
Port, broad, at dock in Vancouver, B.C.

Port, broad, port list, level, on sand beach.
Pict. in Album 16.
Built 1893 at Port Angeles, Wn. as the "Lydia Thompson" 94 gross; 52 net 92.7' x 22.6' x 8'. In 1906 she was sold to Harry Crosby and cut down to a tug and renamed "Monitor". Some time later she was transferred to the Independant Towing Co. a subsidiary of Wash. Tug & Barge until worn out and abandoned in 1936. Her old hull was still in Lake Union in 1943.

Story of sinking——Book 30 Page 52
Stbd. qtr. at sea; lower sails set. (Magazine cut)

Port bow, as barge, being towed. (Mag. cut)

Two poor pics.

VG. Anchored in Lake Union! (PCA--7)

She is now a highly efficient herring reduction plant under the name of Monitor Fisheries, and headed by E.B. McGovern, L.A. Peterson, and E.C. Weber with offices in the Coleman building, Seattle.
Built by the Benicia Shipbuilding Co. Sept. 24, 1919 at Benicia, Calif. 264.4' x 46' 2247 gross tons.

Originally intended as a wooden freighter the armistice caused a change in plans and she was rigged as a five masted barkentine. Towed to Oakland in 1920, completed and turned over to the Charles Nelson Co. Capt. Chas. Nelson had her christened in honor of the 3-masted barkentine of that name built at S.F. in 1862.

Dogged by ill-fortune. On maiden voyage under Capt. A.S. Hanson, her deckload shifted two days out of S.F. for Melbourne. Many feet had to be jettisoned. Two weeks later the rudder fouled and more lumber was tossed over to aid steering.

Her last trip under sail was from Newcastle, N.S.W. and she arrived in Seattle Dec. 12, 1927. and laid up in Lake Union. Later joined by two schooners, "Thistle" and "Fort Laramie". In 1935 all 3 offered for sale and taken over by Neider & Marcus. The "Monitor" was saved from shipbreakers by firm of Interstate Fisheries Corp. and hull found remarkably sound.
1. No pics.

Go all the way as it was too nasty in Clarence Strait. Capt. F. Armstrong, Skipper, says she was repeatedly and made her first trip today. Capt. F. Armstrong, Skipper, says she was repeatedly and made her first trip today.
Old Wet-ass built on the Stikine near the Canadian boundary in 1897. On July 23, 1898 she and the "Stikine Chief" left for St Michael in tow of the str. "Fastnet". The towline parted during a little wind in Sumner Strait and the "Mono" was blown ashore on Bushy Island. The "Fastnet" kept right on going. Capt. Armstrong and his 12 man crew pitched tents on the beach and lived there for several days before being picked up and taken back to Wrangell. At the time it was believed the "Mono" would become a total loss. Some time later, however, she was patched up and taken into Wrangell and repaired. Her new owners again placed her on the Stikine River run.

Aug. 17, 1898 Robert Reid, D. McKinnon, W.S. Barber and Fred Lynch floated her off Bushy Island and brought her to Wrangell where they repaired her and placed her back on the Stikine.

She burned at Dawson Mer. 28, 1902.
1. No pict.
2. Not too good a pict. a/s another ship.
3. Another only fair pict. a/s another ship.
4. V.G. Crew at capstan. (pp. 24; Book 44.)
5. V.G. a/s other sailing ships in Lake Union (PCA--7)
6. Stern view of her and "Moshulu" a/s (PCA--7)
ALASKAN (Sitka) 6/15/1889; As Navy Store Ship, she was feared lost but turned up safely at Samoa.

See story of her in Spring 1957 S&S pp 24—"The Man Who Killed a Sea Serpent" VG. (Pict. of similar ship.)
Miss. River towboat

1. PICT. (Largest one) with tow. BOOK 44; pp 50
1. No picts.
Built 1911 at Seattle, Wn. 65 gross; 33 net; 85 h.p. 76' x 18.5' x 9' 15 crew.
She burned in Redoubt Bay, near Sitka with 15 persons on board and no loss of life.

D.A.Disp. 4/28/1914 the Seattle Halibut sch. "Montana" burned to waters edge off Baranof Id. on Sun Apr. 26th her crew of 15 men are all safe at Sitka.
D.A.Disp. 5/2/1914 says eng. backfire at about 13:00 on Apr. 27th caused fire off Cape Omaney. Crew took to the boats and had to row to Sitka. The boat cost $11,000. to build three years ago.
Old Str. on Seattle-
Nome run. PCSsCo.

1. No pics.
Was a sister ship to the old Coastal Str. "Umatilla" Frank H. Howard, (Now Supt. engineer of American Mail Line) was a watertender on the "Montana" the night the "Jeanie" rammed the "Dix" Capt. 'Foghorn' Rilley was master.

Built 1872 at Port Huron, Mich. 22 man crew; 500 h.p. 1535 gross; 1382 net; 236.3' x 36.5' x 14
1. Port nearly broad, swinging to mooring buoy.
DAILY ALASKA DISPATCH Aug. 28, 1911 says "Montara" of Pacific Coast S.S. Co., Capt C.C. Moore, was in Juneau today from Nome.

Built 1881 at Chester, Pa. as the str. "Willamette" 2562 gross; 1695 net; 315.6' x 39.2' x 21.8' 1600 h.p.

2/6/1907 Skagway paper says she was to come to Skagway in 1907 as a unit of P.C.S.S.Co.

D.A.Disp. 8/29/1905 Reported captured by the Japs along with the str. "Centennial"
1. Claims to have reached North Mag. pole Album 44; pp. 6.
MONTECELLO
Old Am. bark
Sitka 1869

Registered at Sitka 2/23/69 Capt. J. Potts; 314.45 tons.
From astern, capsized, showing both screws. Wrecked in Beagle Canal off Ushia, Argentina on Feb. 19, 1930. All were saved by other ships but the skipper who traditionally went down with his ship.
1. Port qtr. at old Skagway dock.
Stikine River Wet-ass —— 1898
She operated as far north in S.E. Alaska as Skagway but never found her way to the Yukon country.
Prior to coming north she served a short period on the Olympia-Shelton run.
9/11/’98 she arr. at Wrangell from Glenora on Stikine.
F.W. NEWS 7/20/98 At Wrangell, Capt. Frank Murray.
K.M.J. 7/27/1901 says she arr Ketch. from Wrangell enroute to the Skeena
1. No pict.

See card on "MATSONIA". Some of the info. pertains to this vessel. The MATSONIA (ex-MALOLO) was the first of the name.
May be operated by American-President Lines in Trans-Pacific trade routes according to Pres. Geo. Killion who has been confering with the Maritime Comm. (M.D. 1/15/'49)

M.D. 1/7/1956 Old "Monterey", which has seen service in Matson's prewar Australia run and as a wartime trooper, may finally be pulled out of layup, reconverted and returned to active duty. At least this seems likely, for despite a high price tag, interest in the pending sale of the vessel is running strong with more than one line indicating interest. The Maritime Adm. will sell her to highest bidder, who must agree to spend at least ten million for reconversion. Minimum bid as is hits in area of $2,550,000. arrived at by MARAD based upon depreciation of the ship from Aug. 6, '52 when it was purchased from the Matson Nav. Co.

Sale was authorized by Congress under special law which expires Feb. 9, 1956. Has speed of 20 knots and is 613' long and 18,000 tons.
1. Many good pics. in S&S and Marine Engineering after 1957 (Dec. 1956--on) See card on her sister ship the New "MARIPOSA" Both are former Mariner class ships converted in Portland. See card on MATSON LINES.

INFO. on New Matson Liner. BOOK 45; pp 22-23
1. Port broad at Auk Bay dock. Fishing derby.
2. Std. broad at boat harbor float. Juneau.
3. Std. broad, crossing Channel from Union Oil dock.
4. Set of four showing her on rocks at Aaron Id.
5. Two enlargements of best two mentioned in line above.
6. Set of four more on Aaron Id. (E. Westfalls)
7. On N.C.Co. ways being copper-painted. (Set of 3)
8. Port broad July 4. 1948 Juneau with "Atlanta"

9. FOR SALE See page 60 in June 1937 P.M.B.
10. 3 VG on rocks in Thorne Bay July 1954 (PCA--7)
3/8/1940/6  Jack Anderson of Seldovia adds the fast ex-subchaser "Monterey" to his fleet (the "Princess Pat") and will use her on runs out of Seldovia. She is equipped with two 65 h.p. Atlas Imperial diesel engines and cruises close to 11 knots.

6/12/1947/8  Jack Westfall brings his "Monterey" to Juneau
1. Port broad, still in stream. Patterned after old Civil war ship "Monitor"
MONTEREY

Very old U.S.S.
Battleship 1898

1. Pict. and info. Album 43; pp. 11.
MONTSERRAT

Old steam sailing ship
From Lewis & Dryden

1. Port broad, speed. Drawing. (620 neg.)
British collier, lost somewhere off Cape Flattery in 1894. Name came up among others in story of old barnacle encrusted binnacle found 50 miles N.W. of Cape by trawler "Blanco" in June, 1949.
Port broad, speed, P. Sd. as A.T.S.

Port bow, being burned for scrap. (Mag. cuts-2)

Stbd. broad, " " " " " " " "

Port broad as old "U.S.S. Wasp"
Built 1894 as the steam yacht "Columbia" Later became the U.S. Navy's "Wasp" then sold and renamed "Columbia" and later sold again and renamed "Moonlight Maid" 
380 Gross: 190 Net: 189' x 23' x 14.6' 1800 h.p. steam.

HISTORY IN BOOK 35; Page 48
Story of burning; Book 37; page 28
1952 tons, was bought in 1922 by the Pacific S.S. Co. In 1924 she was re-engined with twin screws and two McIntosh & Seymour diesels totalling 1000 h.p. and was renamed the "Admiral Peary. Sold to Mexican owners in 1934.
MOOSEHEAD

Maine coast pass. str.

1. Colored post card. (Bar Hbr. Me.) Book 33; p. 22.
MORAN

Steam Whaler.

Unit of American Pacific Whaling fleet.

See article Red Scrap Book No. 36: Page 1.
MORAVIA BRIDGE
Steel steam schooners of the P.C. Lyman
Built 1919

3283 tons, was sold by the Shipping Board in 1925 or 1926 to the Matson Navigation Co. of S.F., who re-named her the "Mana." The Matson Line put her under Honduran registry during our neutrality period in 1940, without change of ownership.
1. No picts.
See "Evelyn" Built 1908 at Seattle 508 tons; Wrecked on the Tanana and a new hull built. Passed to Canadian interests in 1913 and renamed "Evelyn". Was on the ways at Hootalinqua in 1944.
Port broad, in Ketchikan Harbor.
D.A.Disp. 10/9/1915 pp.8; Picked up in Stephens Passage off Portland Island by the "St Nicholas" which was returning from Berner's Bay, and towed to Juneau. The "Morengen" had a broken tail-shaft.

D.A.Disp. 7/19/1919 pp.4; "Morengen", Capt. Pete Fleming hit the rocks at Whitestone Narrows on Fri. July, 11, and was damaged. She refloated and was taken to Sitka for repairs.

Emp. 12/1/1922/8 Petersburg halibut sch. "Morengen" is long overdue and feared lost. Last seen Nov 5th at Yakutat. Capt. Wenderhaugy and 5 men in crew.
1. No pics.
4/27/98 paper says she was due in Juneau on Apr. 28th and that after this trip she would be placed on the Seattle to St Michael run.

Built 1876 at Wilmington, Del. 2303 gross; 1738 net; 281' x 38.1' x 20.1'

ALASKAN (Sitka) 5/7/98 Str. "M.S." of Ladue-Yukon Trans. Co (Gold Pick Line) arr. Sitka May 2, from Seattle with 140 pass. and frt. for Cook's Inlet and Copper River
1. Port broad, slow near West Point, as ATS.
SOME INFO. IN BOOK 35; Page 30
1. Port bow, slow, city skyline. (Porthole)
2. Port broad, at sea, VG. (Magazine cut)
Moore-McCormack Lines

1.
M.D. Aug. 31, 1957---Rescued 56 persons from burning Swedish ship "LaPlata" off coast of Brazil recently. Arr. N.Y. this week. Capt. S.S. Pardoe.

At 16:07 Capt. says "arrived on scene and found the "LaPlata's" midsection ablaze. She was doomed. Ten pass. incl. 5 women and 2 kids and 46 crewmen were in lifeboats and a motorboat about 1000 yds. away. Some of pass. could not come up rope ladders. Couldn't launch our own lifeboats acct. sea, so finally used accommodation ladder. All made it safely including an elderly pass. who was in panic, made our ship safely."

Entire rescue operation took only 3 hours. Survivors landed in Rio de Janeiro.
1. No pics.
2. VG porthole pict. (PHP--4)
Nick Bez venture. See Book 36; Pages 32-46-47
MORE INFO. BOOK 35; Page 30
MORE INFO. BOOK 35.
1. Port, broad, still in stream, no background.  VG
This may have been the same vessel as one of this name operating Nome to Golovin Bay in Aug. 20, 1900. NOME NEWS that date says she "already had 75 pass. booked for trip." 12/21/1907 NOME NUGGET says 'ex missionary str.' "M.S." was sold out of service and private owners were planning to use her commercially between Seattle and Ketchikan.

D.A.Disp. 3/28/1908 says she was again to be run to Alaska by a religious group. Capt. A.A.Moore, commanding.

D.A.Disp. 11/11/1915 pp.5. "Morning Star" of Frank Waterhouse & Co. was an ex Mission str. in the South Seas. R.L.Stevenson rode on her.
1. Port, broad, after burning, being assisted by tugs.
   Stbd. near broad, in burned condition, afloat, high. 3/14/35

5. Port broad, burning near shore, crowd. (Mag. cut)
   Stbd. broad, burned near shore, crowd. (Mag. cut)

6. Newspaper clipping showing her on fire--ashore.
Burned in Sept. 1934  Loss of 134 lives.
Story of burning Envelope No. 9. also in Envelope No. 14.
The account previously in Env. 14 is now in (N.B. 23; pp 107)
1. Std. bow, only with others on ways. (Neg. cut)
2. 3 VG of her burning at Funter Bay 6/15/55 (PCA--7)
She probably operated between Portland, Ore. and S.F. in 1869 at least as she is mentioned as taking Wm. H. Seward and party from Portland to S.F. Sept. 14, 1869 (See card on WM. H. SEWARD (The man.)
Passing under Buhlard bridge before completion. (Magazine cut)

2. Painting, sails set, port broad, near ice. (Mag. cut)

3. Port broad, sails, painting. (Mag. cut)

4. Stern view of her and "Monongehela" A/s (PCA--7)

5. PICT. BOOK 32; pp 57

NOTE Have seen name spelled "Moshula" and "Moshulu"
Built at Port Glasgow, Scotland in 1904. For many years she was anchored in Eagle Harbor and when her owners, the Nelson S.S. interests went into bankruptcy, she was sold to Finnish interests who fitted her out for service. Used as a storage ship by the Germans in World War II and later swept ashore in Norwegian waters. Refloated and put up for sale. Recently she has been sold to Stockholm, Sweden interests to be used as a wheat barge.

More in 1947 DIARY Page. Jan. 18

Diary Page. Jan. 27.
1. See Porthole Pict. and information under "Dagmar Salen"
1. V.G. Info. pp. 6, Book 44.
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<th>No.</th>
<th>Description</th>
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<td>More good info.</td>
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<td>3.</td>
<td>PICT. Info. BOOK 45; pp 3.</td>
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1. Stbd. bow, slow, towline showing, flag on hull. VG
Built by Supple & Ballin at Portland, Ore. in 1918
308' x 44' x 26'
MORE INFO. BOOK 36; Page 14
1. No picts.
See story in 'Halifax Disaster' Large envelopes. No. 4.


Advertised for Sale.  (NOTE BOOK No. 1. pp 84-87)
Port, broad, speed, barren hills close back.  VG
3. Port, bow, coming into Juneau dock.  P.C.A. 1.  VG
4. Bow view laying A/S. "Aleutian" at Northland dock
   "Wanderer" leaving float also in pict.  P.C.A. 1.
5. Port near broad, from beach side, Unimak Pass
6. Port qtr. distance of same wreck pict.
Involved in a collision with the oil tanker "Agwiworld" in Juan de Fuca Str. off Ediz Hook, during fog. 7/18/38

7/18/1938 Collided today with the tanker "Agwiworld" in fog off Ediz Hook at 07:43 today. 153 pass. Capt. Art Rynning. Damage slight, no one hurt. Forest fire smoke caused poor visibility

12/14/1940/6 Tore out number of piling in docking at Juneau today.

4/21/1941 "Mt McKinley" aground in Wrangell Narrows for 11 hours on Sat. night---from 23:30 on. Capt. Art Rynning and has 190 pass. on board. C.G. "Hemlock" helped her to refloat and escorted her to Juneau.

4/21/1941/8 "Mt.McKinley" inspected here (Juneau) by Capt. Clark and Newmarker and diver Bill Rice. Found O.K. and proceeds West.

3/12/1942 "Mt.McKinley" is hard aground in Unimak Pass.

3/13/1942 Abandoned to salvagers; pass. & crew taken off. Either she or the "Baranof" was to have been name "Illiama" in 1936. (NOTE BOOK No. 1. page 10)
A many named ship, the "Santa Louisa"—built by Wm. Cramp & Sons of Philadelphia. Launched in 1915 under the house flag of the Panama Mail S.S. Co. Later she came under Grace Line control and was renamed "El Salvador". Re-acquired by Panama Mail, her name was changed back to "Santa Ana". Then, when purchased by A.S.S. Co. in 1936, she was renamed "Mount McKinley". In 1942, while running from the Jap attack on Dutch Hbr. she ran aground and was lost near Scotch Cap in Unimak Pass. (The P. Sd. M. Historical Soc. now has her ships bell—presented by Robt. Roy Bruce, who sailed with A.S.S. Co. from 1900 to 1946 as a Chief Eng.)
Port, broad, slow in stream, towline out.  
Stbd. broad, nearly flat on her side, half out of water. As W.T. & B. Co. tug. Album 23.  
Stbd. broad, working in old Everett Harbor.
MOYIE

Last B.C. st.w.

1. Makes final run. BOOK 44; pp 44.
1. VG. colored post card. (PCA-10)
1. As rebuilt from old "Annacis" (Book 33; Page 33)
2. Stbd. broad, slow. (Porthole)
1. std. bow, a/s ST 322 at Engrs. fingers, Juneau.
1. 6 views of her manoeuvring. Book 29 Page 47
2. 3 views of her out of the water showing new cycloid propellers. Page 48 in Book 29
1. Equipped with cycloidal propellers of the variable pitch type the tug does merry-go-round turns without fore and aft movement.

2. Zig-zagging like a toy ship on a string, she demonstrates her maneuverability.

3. Begins an acceleration test from a dead stop.

4. Travelling at 9.6 knots she comes to a crash stop within 75 ft. in 7 secs.

5. Making a right angle turn to port at high speed is just one of the maneuvers possible with cycloidal propellers.

6. A wide wake is left as the test tug travels full speed astern. Full maneuverability is maintained at all astern speeds with cycloidal prop. propulsion.

M.D. Sept. 1946
Hit by a squall, swung into rocks on the Skeena River and sunk. 6 persons drowned; Became a total wreck. 7/10/1907
The Stikine River str. "Hazelton" was taken down to replace her.
M. D. 7/1/1967-- (Letter) The tug MUKILTEO, pictured on your June 1, 1967 issue, was built at Mukilteo, Wash. in
1907. She later belonged to the Charles Nelson Co., and
after that company was reorganized about 1936 she was acq-
uired by the Union Oil Co. of Calif., with her home port at
Los Angeles.

She goundered Oct. 12, 1948, off the Corcovado Rock on
the west coast of Costa Rica, though I have no idea what
she was doing there.

John Lyman 5310 Rayburn Court
Wash. D.C. 20031
MUKILTEO
Pacific Coast Wooden Steam Schooners. Lyman.

1230 tons, built 1915 at Raymond, Wash. by Andrew Peterson for the Chas Nelson Co. of S.F.
Carried 1050-M ft.
Powered with 850 triple ex. steam.
Owned by Nelson Co. until their vessel assets were liquidated in 1936 when she was listed as sold to Russian interests. (Lyman thinks she was not sold but was later broken up at Antioch, Calif. in 1937.

Never sailed under Russian ownership but was scrapped at Antioch about 1926.
MULBERRY

Net tender.
(Claw-hammer boat)

1. Set of 4. showing "166" and "382" manoeuvring her to D.D.
2. Set of 3 being spotted in D.D.
3. Bow view, dry in D.D.
2. Port broad, churning water. (Magazine cut)
3. At Percival's old dock in Olympia, Wn. (Book 33; p34)
Had been sunk in collision with "Iroquois" ferry.

Oct. 27, 1911.

In 1897 she caused a lot of excitement by sinking in Olympia Harbor. She was raised and soon back in service.

On another occasion she raised some commotion when she raced the "State of Washington" from Olympia to Tacoma for $500.00 winning by three minutes.

MORE INFO. BOOK 36; Page 31
MULTNOMAH

Pacific Coast Wooden Steam Schooners

Lyman

969 tons, built, 1912 by St. Helens Shipbuilding Co. at Sauvies Island, Ore. for management of parent concern, McCormick Lmbr. Co.

Was fitted for passengers and also carried a million ft. of lumber.

Had 800 h. p. triple expansion eng.

Out of registry about 1930

Was scrapped on the Columbia River about 1929 after becoming waterlogged.

She was adrift, disabled on Aug. 9, 1921 with 20 men on board---about the same time as the old "Alaska" piled up on Blunts Reef. She was towed in to port next day.
1. Port near broad, speed, Port Hole Pict.
Wartime built 6-3 hull recently converted escort carrier, having new superstructure and cargo handling gear. (Cargocaire)

492' long with a service speed of 17 knots.

She made her initial voyage to S.F. and Pacific N.W. early in July 1945 and her agents in the U.S. are the Olympic S.S. Co. of L.A. Calif.

She has been named for a pre-war ship of the same name lost during the War through enemy action.
1. Port, nearly broad, aft. slight list, aground on sand bar.
1. Stbd. bow only showing at L. Wash. Sh. Yds. (Mag. cut)
MURIEL
Pacific Coast Wooden Steam Schooners

Lyman

Was a sister to the "Donna Lane" except that she had Scandia-Pacific diesel engines. Completed in 1920 by the J.H.Price Construction Co. of Houghton, Wn. and owned by the Muriel Motorship Corp of Seattle until 1925, when she was sold to the Col. River Smoked Fish Co. and renamed the "Z.R.3."

In 1939, while laid up in Lake Union she was bought by H.J. Eward of Anchorage, Alaska, who resold her in Aug. 1941 to Canadian owners.

In 1942 she found unseaworthy and was reported as sunk in Oyster Bay, B.C. for a breakwater.
1. Port bow. (Porthole Pict.)
Built by the Todd Shipyards in Tacoma, Wn. and launched May 24, 1921. She was officially commissioned U.S.S. "Milwaukee" in 1923. 7500 tons and 506' long.

Her predecessor of the same name was swept ashore on Samoa Beach, Calif. in 1917 and totally wrecked.

She made trial runs on Puget Sound and in the Strait of Juan de Fuca where she set a new world's record for speed for vessels over 1300 tons. Adm. J.B. Robinson and Capt. John Bolong, well known master mariner were among the guests of honor on her trial run, on Maritime Day, May 22, 1923. She clocked 36.10 knots, using only 100,000 of her 105,000 h.p.

Lend leased to the Russians she spent four years with them as the "Murmansk" and was recently returned to the U.S. at an East coast port (M.D. 4/16/'49) where she will be stripped and scrapped. She was returned in a deplorable condition and it was believed that many thousands of cockroaches and rats would be losing their home before she was stripped at the engraving dock.
MUSKOKA

British four-master.

1. Port, broad, under sail at sea, swell on bow. G.
Port broad, towing scow a/s Pillar Bay.
MYRNA LOY

East coast trawler

Story of sinking and "Radar rescue" Book 37; page 50
MYRTLE E WILSON

Lg. Diesel tug.

1. No pict. Oct. 15, 1949
July 9, '49 M.D. says new Alaska barge line to start this month under name of Anchorage Trans. Co. Will tow barges from Piers 50 and 51. Harold Knight is general manager and C.V. McIntosh is port engineer.
MYRTLE FOSS
Foss L. & T. Co.
Small diesel tug.

1. Stbd. broad, speed, Lake Union canal.  
Ex "Eingfisher"
1. No picts.
Was a small screw steamer operated out of Nome in 1898.
MYSTERY  
American sealing sch.

Info. Page 24 in Book 37;
1. Port, bow, a/s "Oscar B" at pier; Seattle.
P.E.B. (Bight of the Line) Mind the green deckhand on the old tug "Mystic" who tied up to the city dock with slip lines fore and aft and snubbed the lines tight at low tide then went to bed. He nearly drowned when the tide came in and capsized the tug.

Built 1891 at Eagle Hbr. Wn. 27 gross; 13 net. 47.3' x 15' x 6.5' Sound towing. Dismantled in 1922