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
NABESNA

A.S.S.Co. frt.

1.
Emp. 10/28/1925/6 "Nabesna" rams Ketchikan Wharf Co. dock. Has herd of live reindeer and had stopped there to get water for them. Engines failed to reverse.

This name was to have been given to one of the two Grace line vessels purchased by A.S.S. Co. in 1936 ("Baranof" or "Mt McKinley") (NOTE BOOK No.1. pp 10)
1. No pics.
Some 1956 info. on her.  (Book 44; pp. 33)
1. Port broad, at dock. Deckload of gill-net boats.
Some info. etc.  (NOTE BOOK No. 1.  pp 3)
NAHA

Small yacht
Haugen-Forsythe

P.C.A. 4
P.C.A. 5

1. Stbd. broad, on Northern Commercial ways.

2. Port broad at ferry float, Juneau. 1948
NAKEEN

Steam tug.

NAN B

Old cannery tender
Log camp tender

1. 4 pict. of her sunk in Eliza Hbr. Jan.'56 (PCA--7)
NANAIMO CHIEF
Canadian tug.

1. Port broad, slow. (Mag. cut) (Book 33; page 31;32)
Senior vessel of Nanaimo Towing Co. fleet is powered with a Caterpillar Model D-397 Marine Eng. of 400 h.p. at 1200 r.p.m.

She set a new record in the Class "B" Maritime Day Race in Seattle May 22, 1954, finishing 400 yds. ahead of the nearest competitor and recording 14.2 knots over the 2½ mi. course.

110' x 18' x 11' and carries a 7 man crew. Has a towing capacity of 48 sections.

Skippered for the race by Capt. J.B. McGee, a senior capt. of the Co.
NANAIMO CHIEF

Canadian tug.

1. VG porthole pict.  (PHP--4)
1. Stbd. near broad, speed. (Mag. cut)
NANKING

Passenger steamship
Ex "Congress"
Later "Emma Alexander"

1. Pics of her as the "Congress" and "Emma Alexander"
See reverse side of card on "Emma Alexander" also on "Congress"
NANNA
Old Swedish bark--
Juneau 1892

1. No picts.
May 27, 1893 ALASKA MINING RECORD says 'it is nearly a year since the Swedish bark "Nanna" came to Juneau with 1070 tons of coal from Newcastle New South Wales.

"Nanna" Swedish Bark, Capt. P.L. Pahlsson, arr. Juneau on June 24th, 1892 with 1070 tons of coal from New Castle, New South Wales. She is the first large sailing ship ever to come to Juneau Hbr. From J.C.M.R. 6/30/1892

J.C.M.R. 8/11/1892 says the Swedish bark "Nanna" was towed out into Stephens Passage by the "City of Topeka"
2009 tons; built at Newport News, 1907 and was a sister to the "George W. Fenwick." Owned until 1916 by the C.A. Smith Lumber Co. and drops from registry in 1917.
1. No pict.
2. Two pict. one fairly good.
Used in filming the motion picture "The Eskimo". Most of the shots were taken on Wrangell Island off the Siberian Coast. The "Nanuk" had been sold to Metro-Goldwyn-Mayer converted into a full-rigged ship and used in filming 'Mutiny on the Bounty' and 'Treasure Island'.

M.D. Dec. 30, 1950
NARADA

Album II.

Cannery tender.

1. Std. broad, speed at sea.  

VG
1. No pict.
Built 1912 at Whitehorse; 405 tons; Made a trip to the White River in 1941. Was still operating out of Whitehorse in 1944.

Empire: 10/22/1920 The str. "Nasutlin" of the American-Yukon Nav. Co. struck a rock near the Little Salmon River and sunk on Wed. 20th. Oct. without loss of life. It is thought she may become a total loss.
1. VG account of her race with the "Robert E. Lee" (Note Book 23; pp 52)
NAUTILUS

Lg. sailing yacht.

1. (2) pics. same. Stbd. broad at Newtown float.
NAVAJO

Steel Steam Schooners of the Pacific Coast. Lyman

2755 tons, carrying 1600-M ft. completed by the Craig yard in 1911.

Was fitted with accommodations for 30 persons which brought her gross tonnage above the GENERAL HUBBARD, but she was with that vessel in hull dimensions and engines.

She was operated by Swayne & Hoyt for her owners, the Western Steam Nav. Co. of S.F. until 1916 when she was sold to F.W. Croll of Chicago.

In 1917 she was resold to the Navajo S.S. Co. of N.Y. and was destroyed by fire later that year in the Atlantic.
1. No pict.
5/4/98 papers said she would depart from Juneau from the Peoples Wharf to Seattle on May 5th 1898
Built 1887 at S.F. 424 gross; 259 net; 50 N.H.P. 165 IHP
126' x 32' x 10.4'
NAVARRO

Wooden Steam Schooners of the Pacific Coast

Lyman.

232 tons, built 1887 at S.F. by Alex Hay for R.G. Byxbe of that port.
Carried 300-M ft. lumber, and had 165 h.p. compound steam engine built by Hinckley, Spiers & Hayes of S.F.
1894 to R.G. Ray
1895 to W.A. Mitchell
1897 to Beadle S.S.Co.
1903 to Calif. & Ore. Coast S.S.Co.
1907 to Hobbs, Wall & Co.
She drops from the registry in 1914
Stbd. near broad, laid up in Lake Union.
NAVY VESSELS

All types.

1. USS "Alamo" Attack transport (7) (PCA-10)
2. See card on "DESTROYERS", ETC.
1. Half-bredth plan. (Mag. cut) V.G. BOOK 31; pp 90
Launched early in 1939 from the yards of the San Diego Marine Construction Co. of San Diego, Calif. for the Calif. Fish and Game Comm. Bureau of Marine Fisheries. Designed by Geo. H. Wayland of S.F. and skippered by Capt. Lars Wesetch formerly commander of the "Albacore" which is to be sold by the State.

100'6" x 23'6" x 10'10"

Powered with a 350 h.p. diesel (supercharged) and has two 110 h.p. Buda diesel auxiliaries, each directly connected to 40 kw generators. Also has 4 F.M. pumps. Set of Exide batteries storing 300 amps. Her shaft is tobin bronze.

Cruising range of about 6000 miles and carries 10,700 gallons fuel and 3000 gals. fresh water.

Equipped with 18' power boat with 50 h.p. Universal and an 18' seine skiff.
N. D. TOBY

Small old gas tug.

1. Stbd. broad, speed.  VG
1. Info. on First and only battleship launched at Seattle up to 1953. pp. 48; Book 41.
752 tons, built 1912 by the Hammond Lmbr. Co. at the Bendixson yards, Fairhaven, Calif.
Had 450 h.p. triple ex. steam
Carried 830-M ft. of lumber.
1918 to James H. Owen S.F.
1919 to Brookings Comm. Co. of Marshfield, Ore.
1924 to Cal. and Ore. Lmber Co.
1928 to A.F. Mahony of S.F.
She has been owned recently by Robert E Brook of S.F.
NEHALEM
Wooden Steam Schooners of the Pacific Coast


Carried 900-M ft. and had 400 h.p. compound eng.

Sold about 1912 to Hicks-Hauptman Lmbr. Co. and managed by McCormick S.S. Co.

1917 acquired by Pacific Mercantile Marine Co. S.F.

1924 " " " G.E. Billings & Co. S.F.

1926 came under ownership of Crosby Fisheries of Seattle and was scrapped on Puget Sound in 1937.
She operated on the Olympia-Shelton run at one time.
NELLIE MARTIN
Old Alaska sch.
Juneau 1888

J.C.M.R. 10/25/1888 Sch. "Nellie Martin", now being repaired on the beach at Juneau has a varied history. Built 1857 at Port Orchard, Wn. for one Mr. Fitzpatrick, and named the "I.I.Stevens" in honor of the then Gov. of the Washington Territory. She traded to the Frazer River until 1858 then was sold to British interests and renamed the "Nanaimo Packet". They used her in the fur trade on the B.C. Coast. In the fall of 1873 she violated customs laws and was chased by a British gunboat. She ran down the Gulf of Georgia and into U.S. waters where her Capt. beached her on Fidalgo Island. He removed everything that water might ruin then scuttled her just below the highwater mark. He then went to Port Townsend for assistance and a U.S. cutter went to his relief. The vessel was floated, towed to Port Townsend and sold for $114.00. She was then named the "Nellie Martin" by her new owners.

J.C.M.R. 1/24/1889 Sch. "Nellie Martin", wrecked about a year ago on the South end of Douglas Island, and which
has laid on the beach for several months, was later towed to Juneau and repaired. She is as good as new now.

Built 1871 at Seattle, Wn. and later passed to Canadian owners to become the "Nanaimo Packet". Later back to American owners and old name replaced. 16 gross; 15 net 41.7' x 14.6' x 4.9'
NELSON

Old Gold Rush Steamer
"Charles Nelson"

1. No pict.
ALASKA MINING RECORD says Dec. 18, 1901 marked the end of the last trip of the S.S. "Nelson" of the Pacific Coast Nat. S.S. Co. on the Alaska run. She was passed to the Kruse Line of Seattle and to be used on the Seattle-S.F. run. Believe this refers to the "Charles Nelson"
NEMAH

1. No pict.
M.D. 1/29/'49 says ex G.G. cutter was recently sold by Wm. M. Jones, well known in Wash. and Alaska fishing circles, to British Columbian interests. She will be converted to a yacht and used in B.C. and Alaskan waters.
1. Pict. and info. (For sale) Album 43; pp. 6.
2. More info. Album 44; pp. 23--30
3. VG. pict. info. (A.S. Dec. '57 pp 22.) Also good story
4. VG pict. info. (S & S Summer '59 pp 20)
5. VG pict. info. "Last Voyage" (PWB Sept. 1959 pp 20.)
Last st-w. of A.R.R. to be sold. (NOTE BOOK 1. pp 23)
May settle at Fairbanks--attraction. (N.B. 21; pp 136)
1. No pics.
2. Port qtr. pushing barge on Yukon
Successor to the first vessel of the name. Owned by the Alaska Railroad and still operating in 1945.
1. No picts.
First str. of the name; built at Fairbanks
Stbd. broad, bow near houses on sand beach.

Stbd. broad, near a village, unidentified vessel anchored near by.
Built 1897 at Ballard as a Pass. str. (ferry). From 1900 to 1909 she was owned by the Kildahl Pkg. Co. of Petersburg, Alaska. Taken back to the Sound in 1909 and lengthened to 118' x 26.6' x 6.6'. She burned in 1914 on the West side of Whidby Island.
NEPTUNE
Halibut--Mail-boat.

1. Stbd. broad, at dock in Ketchikan.
2/ Fair pict. only in Album 48; pp. 10.
1. Stbd. broad, still, in stream as P.S.T.B. tug. VG
2. Port, broad, speed, Seattle waterfront as P.S.T. VG.
3. Stbd. broad, still, Seattle Hbr. (Porthole)
4. Stbd. qtr. a/s S.S. "Victoria" Lake Union (Mag. cut)
5. Port broad, Seattle Hbr.
Renamed "Wedell Foss" 1947 or 1948
Powered with a 1050 h.p. Fairbanks Morse diesel she cruises at 13 knots. In 1939 she won the Maritime Day tug boat race on Elliot Bay with the runner up the American Tug Boat Co.'s "Peter"
Came in a close second in the race in May, 1949 being outrun only by the 1500 h.p. Navy tug "Tatnuk"
She was commanded by Capt. C. A. Rose in the races.
1. Port near broad, Seattle skyline. (Porthole)
2. Std. broad, speed; Seattle waterfront.
3. Port broad, " " " " " " " " " "
Lost off the mouth of the Columbia River, Nov. 16, 1948 after she had collided with the drifting "Herald of the Morning" which had broken adrift from the tug "Sea Fox". Kelly Sprague, Master and 10 others were saved. Martin Pearson, one of her crew died of a heart attack when he was rescued from the water.

The vessel is an ex Moran Co. tug and was 29 years old. She was the "Thomas E Moran".

More in 1947 Diary Page, Jan. 25.
NEPTUNE
No. 67391
Old barge used in Alaska trade 1902

1. No picts.
Built 1898 at Elkton, Md. 352 gross and 352 net;
1. Pict. and info.
2. VG porthole pict. (PHP--4)
NEPTUNE

New (1956) P.T.& B.

1. VG. pict. and info. on launching. (PWB-Sept. '56; pp 19)
2. VG Cover pict. on Nov. 1956 PWB
4. VG. full info. and Pict. Apr. 1957 MARINE ENGINEERING (page 36-B)
5. Christened; (N.B. 21p pp 44)
7. VG. pict. (N.B. 21; pp 88.)
8. VG A‡ Juneau 1958 (PCA-10)
NEPTUNE
Cannery tender
Fish packer

1. Std. broad; Juneau; 1957 (PCA-10)
Capt. Duke Short in 1957
Set of four picts anchored in Juneau Harbor with subs a/s.
8/21/1947 8 USS sub tender and 4 subs. (Chub, Cabeyon, Caimon, and Boarfish) arr Juneau for short stay.
3283 tons, was the 118th vessel built at Newark by the Submarine Boat Co. for the Shipping Board. In 1927 she became the "Point Gorda" of Swayne & Hoyt, and 10 years the Coast Miller of the Coastwise Line of Portland.

With the completion of the 118th hull, the Shipping Board ordered that the last 32 on the original contract be cancelled, although the materials had been completed and were in storage. To the Submarine Boat Co. this looked like a golden opportunity. In connection with the submarine construction interests of the parent corporation, the Submarine Boat Company had various agents in foreign countries, and one of these came forward with a proposition from the Italian government to buy 18 vessels, with a probability of 10 more; while a shipyard in Palermo offered to buy the materials for the...
remaining 4, to be assembled in Sicily. The Submarine Boat Co., therefore, began negotiations with the Shipping Board, which ended with the Submarine Boat Co. owning the Newark Shipyard and the 32 knocked-down hulls. By this time the fall in shipping prices had set in, and the Italian government dropped out of the picture. The Submarine Boat Company nevertheless went ahead and completed the 32, giving them the most atrocious names ever inflicted upon a group of American ships.

They were operated by the building corporation, first to Cuba later to Europe, the Gulf and the West Coast. In 1925 the Submarine Boat Corporation and Electric Boat Co. were separated, and in 1929 Submarine Boat went into receivership. The fleet was sold to the Dollar interests of S.F. for $400,000 for the 26 remaining vessels, which had cost in the neighborhood of $25,000,000 to build. Some went into service in the Portland-California and Admiral Lines, while others were scrapped.
1. No pict.
M.D. 6/23/1956---The reunion this year will honor the sternwheeler "Nestor" which spent the major part of her 27 year life on the Cowlitz River.

Built 1902 at Catlin, Wash., by Capt. C.P. Stayton and Ostrander Railway & Timber Co. and named for Stayton's son Nestor. Was small as sternwheelers go, but this was a definite advantage for the shallow waters of the Cowlitz. Her hull was only 82' long and her tonnage 97 gross.

Burned wood for fuel and is most remembered for the enormous stacks of cordwood carried on her bow. Converted to oil in 1925 after she burned and was rebuilt at Ranier, Ore. About 1903 her ownership changed to Columbia & Cowlitz River Trans. Co. owned jointly by Milton Smith and Ostrander Ry. & Tmbr. Co. In 1925 her ownership again changed and Milton Smith acquired full ownership.

Her first Capt. was C.P. Stayton and among succeeding skippers was Wilbur Smith, Milton's son. She enjoyed the reputation of being the training ship where the boys were separated from the men.
1. NEVA

PAF Floating can-

nery.
See file card under  FLOATING CANNERIES, FACTORY SHIPS, ETC.
Old Russian Exp. ship
Lisianski's.

L. No pics.
Good story in large foulder drawer. Envelope No. 4.

D.A.Disp. 2/10/1915 pp.4; C.F. Stagger, the marine diver, has received a War Dept. permit to salvage the gold from the old Russian sloop-of-war "Neva" wrecked near Cape Edgecumbe about 60 yrs. ago. Reported to have had about $200,000. in gold on her. Work is to start about May, 1st.
NEVADAN
New AM.-HAWAIIAN Liner.
(Freighter)

1. Stbd. broad, speed. From air. (Mag. cut)
Pict. in M.D. under 'HIGH TIDE' Nov. 3, 1951
1. Pict. and info.

Album 43.
NEWARK

Yukon River craft

1. No picts.
Known to have operated on the River in 1900
NEWBERN
Old steamship
1869

ALASKA TIMES (Sitka) 7/16/1869 She left Sitka on 14th with a party of Sitka people for the celebrated Redoubt Fisheries Station of the A.R.I.Co. Capt. W. Freeman, Jr. commanding.

ALASKA TIMES (Sitka) 10/16/1869 She was built in Brooklyn N.Y. in 1862 as the "United States", but when purchased by the Navy Dept. in the early 'part of the rebellion' her name was changed to "Newbern". She was 200' long and 948 tons register (old measurement) Turned over to the Qtr.- master Dept. in Sept 1868 and Capt. Freeman took command. She started for the Pacific Coast in Dec. 1868. Her officers were: 1st Off. Mr. Gibbs; 2nd, J.H.Douglass; Chief Eng. Geo. Faron; 1st Assist. Geo C. Castel; 2nd Assist. John Doyle and Mr. H. Cross was Steward. Made a trip to Kodiak etc. in Sept. 69. (10/16/69)
1. Port broad at lumber dock loading.
Built 1898 at S.F., Calif. 450 gross; 333 net; 17 crew.
158.5' x 34' x 11.9'  350 h.p.
1. Stbd. bow, at New England Fish Co. dock; Canada. VG
2. Stbd. broad, laid up at old pier in Lake Union. VG
Built in 1897 at Camden, N.J. 230 gross 70 net; 121' x 23.8' x 12'. Owned all her life by the New England Fish Co. Used for years as an escort vessel for river boats going to the Yukon---as well as a dory fisherman. She also escorted the Moran fleet of ships. Her old hull was still in Lake Union in 1945. She had been dismantled in 1939. 230 gross; 70 net; 121' x 23.8' x 12'.

Emp. 1/3/1924/2 N.E.F. Co. "New England lost her prop. in Sumner Strait near Boulder Pt. several days ago. Her Mate rowed to Petersburg and got the C.G. cutters "Smith" and "Cyan" to tow her to Ketchikan."
Newington

Album 11.

Small steel frt.

1. Stbd. bow, at dock; Steam tug "Faultless" outside.
Emp. 3/15/1926/8 The Canadian Lighthouse tender "Newington" stood by while the U.S.C.G. "Unalga" pulled the "Boxer" off White Cliff Island.

Purchased by Straits Towing Co. (N.B. 21; pp 49.)
NEWPORT
No. 130056
Steamer of the old
ALASKa Pac. Nav. Co.

1. No pict.

A.R.M. 3/31/1900 pp.5 Str. "Newport", Capt. H.M.M. Whitney, ran aground in Tongass Narrows on Mar. 27th. After being refloated she completed her run only as far as Sitka, then returned to Seattle as her Capt. did not want to cross the Gulf until the damages to her bottom could be definitely ascertained.

A.R.M. 3/31/1900 pp.7 Capt. Whitney was to relieve Capt. J.C. Downing on the "Excelsior", who was being retired, because of ill health.

D.A.Disp. 11/5/1900 pp.4; Str. "Newport" arrived in Juneau bound for S.F. via Mary Island where she will leave 90 pairs of live foxes for the new fox farm to be started will be located.
Unit of the Alaska Pacific Navigation Co. which started in the Alaska service in 1904. She was later replaced by the S.S. "Dora."

DAILY ALASKAN (Skagway) July, 1901 says the Str. "Newport" Capt. Zimro S Moore hit a rock in the entrance to Lituya Bay on July, 3, 1901. Refloated and able to proceed. She was again ashore in Cold Bay Jan. 12, 1904 during a severe gale and was still grounded on Jan. 26, 1904.

Oct. 1902 she broke a tail-shaft in the Gulf of Alaska and was adrift for many days. She was under sail and making little headway when picked up by the str. "Excelsior" and towed to Valdez.

Built 1875 at S.F. Calif. 331 gross; 206 net; 133.5' x 25.5' x 9.9'
D.A.Disp. 11/15/1902 She was reported to have wrecked...
Emp. 4/25/1927/6 Jinx ship "Newport" rammed and sunk the S.F. Bay ferry "Golden Gate" in a fog last night. Her 60 pass and all crew taken off by the "Newport". She is called a 'jinx ship' because of the number of accidents she has been in.
NEWPORT
No. 130179
Old steam-ship
(May have come to Alaska)

1. No picts.
Built 1880 at Chester, Pa.  2735 gross; 1806 net; 326' x 38.2' x 23.9'  2100 N.H.P.

(NOTE: There was a ship of this name working to Alaska around the turn of the century as a unit of the old Pacific (Alaska Pacific Nav. Co.) Believe the other vessel I have a card on is the correct one though)
10/19/‘89 ALASKAN (Sitka) says A.C.Co. str. hit a reef and sank—St. Michael to Yukon River. Later raised, then towed to St. Michael by old Rev. "Bear" She had on board, material for a steam sawmill at Anvik.

ALASKAN (Sitka) 7/5/‘90 again mentions her on the Yukon that year, as unit of A.C.Co.

PICTURE (Lg. G.S.File under YUKON RIVER STEAMERS)
1. No picts.
Built 1922 at S.F. by the Alaska Commercial Co. and taken to St. Michael that same year.
1. No pics.

2. Good pict. pp. 11, S&S Fall 1955. Also info.
Built 1888 at S.F. Calif. 121.5' x 31' x 9.2'
208 gross; 150 net: Wrecked on the Humbolt Bay Bar on Mar. 31, 1906. Carried a crew 19 and had 169 h.p. steam
NEW YORK

Yukon River craft

1. No pics.
Was possibly a barge. Known to have been on the main River in 1901.
NEW ZEALAND VICTORY
Victory ship. '56

1. Picts. at A.J. Dock 1956 (PCA-10)
Arrived at Juneau sawmill dock early July 23, 1956 to load lumber for Korea.
NEZ PERCE

New Col. River tug.

1. Good pict. on Cover of Apr. '53 P.W.B.
Some info. Page. 3, Apr. '53 P.W.B.
L. VG. acct. of her hitting mine, etc. (N.B. 23; pp 121)
1. Info. (Largest wheat cargo)
1. No pics.
Built 1868 at Thomaston, Me. 584 gross; 555 net; 138.9' x 31' x 19.3'

ALASKAN (Sitka) 8/29/'91 says she arrived at S.F. from Kodiak with 136 fishermen, who struck because the cannery would not take all their fish.

FAIRBANKS DAILY TIMES Sept. 4, 1906 carries story of "Ida May" passing drifting spar off Kodiak Island believed to be from the bark "Nicholas Thayer" which left Seattle for Seward last Feb. with a cargo of lumber for the Kenai Lumber Co. and just never got there.

D.A.Disp. 4/28/1906 says "Oregon" arr Seattle today and reported sighting wreckage near Seward, which could be from the missing bark---"Nicholas Thayer" long overdue on trip Seattle to Seward.
Burning off the dock in Seward.
Check Empire Aug. 18, 1938 for details of a Mission vessel that was built this year and passed thru' Juneau.

Emp. 8/18/1938/2 Mission yacht "Nika Nah" 66' arr. J. headed out West.

7/22/1939/2 Mission boat "Nika Nah" $65,000 boat burns at Seward. Four men blown from pilot house but luckily none seriously injured.
1. Port near broad, sketch.
8800 ton vessel under Capt. D.G. Dietrichson ran into a storm 220 miles West of Cape Flattery on Nov. 27, 1916. She was one of a fleet of 7 steel 8800 ton frtrs. built by Skinner & Eddy Corp. for the acct. of B. Stolt-Nielsen of Norway and was the first ship built in Seattle for any foreign interests. Left with a crew of 40 hardy horsemen.

During height of storm she lost her propellers and drifted helplessly towards the Vancouver Id. shore. Several rescue ships including the steam tug "Goliah" rushed to her rescue. The "Goliah" reached her at 15:00 on the 29th and succeeded in getting a line on her---she was then only about 20 miles off the rocks having drifted an average of 25 miles a day. They passed in at Cape Flattery on Dec. 2 and proceeded to Victoria, B.C. Later the ship was taken to Seattle and another wheel put on her. She was under charter to the Jap firm of Mitsui & Co and had 20,000 bales of cotton, 3000 tons of spelter and zinc, wire, and other War supplies for Russia.

M.D. 10/30/’50
1. Stbd. broad, in stream; flags. (Mag cut)
2. Port bow at her Rotterdam pier. (Mag. cut)
3. Stbd. bow; Tugs assisting. V.G. Cover Oct.'51 S.&S.
36,667 ton Dutch ocean liner.
1. Stbd. broad, speed, sails set. (Magazine cut)
Emp. 3/5/1926/6 "Nigalik" built for work in the Arctic.
72' x 22' etc...
Unit of East Asiatic Co.
NILE

1. Port, broad, speed, P. Sd. scenery.  VG
2. Port broad, speed, good. (Magazine cut)
3. At Ketchikan 1958  (PCA-10)

Diesel tug.
Built 1917 at Bellingham, Wn. Sold to Dan Lewis of Everett 1937. Steam replaced by 240 F.M. in 1940. Charter-
ed to Seims-Drake at Sitka in 1942 and taken over by C.B.'s in 1943. Returned to Sound after War II and still in operation in 1950.
NIMROD

Waterman T.B. Co.
Small diesel tug.

1. Port bow, speed, racing "Ben Hur"
Stopped at Sitka 6/18/'92 to pick up a pilot to take her to Juneau.
NING CHOW

Unit of C.P. Nav. Co.
1901
"Princess May"

1. No picts.
Launched 1889 from the yards of Hawthorne & Leslie at Newcastle on Tyne, as the "Smith." Two years later went into the Oriental trade and renamed "Arthur." Was on the Shanghai-Formosa run with her sister ship the "Cass" (later "Wo Ning"). On the run for about 5 years then went under British registry again during the Sino-Jap War. Later became the "Ning Chow." Was idle 3 yrs prior to sale in 1901 to S.F.N. Co. Was overhauled at Hong Kong. Was to be used on the Vancouver, B.C. to Skagway run. 1394 gross; 765 net; 250' x 24' x 18'. Could do 16 knots. Had two sets of triple expansion engines, 3 cyls. each 19, 30, and 50 inches by 33" stroke. 100# pressure per sq. in. 1400 h.p.
NING CHOW

Some kind of sm. str. that ran to Skagway during '98

1. No picts.
Not to be confused with the "Ning Chow" purchased by the C.P.Nav. Co. in 1901 which is a totally different ship.
NIPSIC


1. Stbd. broad at anchor near low trees.

G.
Built 1873 in Wash. D.C. she was steam powered and bark rigged. 839 h.p. and cruised at 10.70 knots. She was of 1375 tons displacement and registered at 615 tons. 185' x 35' x 14.3' Used early in European station and later on the Pacific Coast.

A coal burner she had a capacity of 132 tons in her bunkers.

Good history in Book 37; page 64.
NIPPON MARU
Jap. full rigged ship. 1955

1. Pict. and info. Album 43.
2. VG Pict. Coming into Seattle. (PCA-10)
3. PICT. Info. BOOK 45; pp 31.
1. No pics.
The former intercoastal passenger ship, MS "Nitinat", will be converted into a towboat by her new owners, M.R. Cliff Tugboat Co., Ltd., of Van. B.C. Recently purchased from Alunnum Co. of Canada, Ltd. who used her to carry construction workers between Kemano and Kitimat for several years. Recently the 107' vessel has been idle in Coal Harbor. M.R. Cliff, spokesman, says they will eventually replace her 320 h.p. (Atlas-Imperial) with a more powerful engine. Crews qtrs. will be remodeled to provide three staterooms. Built 1939 at Star Shipyards in New Westminster, she was especially designed for rugged winter service in northern B.C. waters. Was a patrol vessel for Dept. of Fisheries. She hauled freight for Marine Express from 1947 to 1951, when Alcan fitted her with accommodations for 50 passengers. Enters third role--now as a tug. PWB Nov.'56 pp 6 VG Info. (N.B. 21; pp 65.)
1. Port near broad at river bank. (P. 55; Feb. '52 S.& S.)
Good story on Yukon River str. in SHIPS & SAILING Feb.'52
Pages 52 to 56
No 136740  BHP 1
Steel.

NIZINA

Lake type freighter
A.S.S.Co. "Eureka"
ex "Ketchikan"

1. Stbd. bow as "Eureka" (Porthole)
Built 1899 at Lorain, Ohio as the ore carrier "Eureka" 2373 gross; 1679 net; 900 h.p. steam.
237.5' x 42' x 23.4'

(See story in Large index)
NOKOMIS 4-masted schooner

1. Port broad; at anchor. (P.39; Oct.'51 SHIPS & SAILING
1. No pics. in 1950
Was a 4-master built by Hall Bros. at Port Blakely for their own account, in 1896. In the summer of 1897, she sailed from P. Sd. for China with a lumber cargo. After a smart passage across she delivered her cargo and sailed from Shanghai Dec. 6, 1897.

Months passed and no word from her. Then came a message saying the vessel's capsized and battered hull had drifted ashore on the northeast coast of Hawaii. All on board had perished, including Capt. J. W. McAllep the master, his eldest son Weston C. and his daughter, Miss Helen A. all of Seattle.

M.D. 7/17/‘48

Story of wreck; Book 37; page 43
1. Std. bow, backing away; Good. (Magazine cut)
   Fair pict. of her in ice near Nome May, 1900 in Museum Library (See SOUVENIRS of NOME by E.A. HEGG)
939 tons; built 1900 by the Bendixsen Shipbuilding Co. at Fairhaven, Calif. for W.A. Mitchell, of S.F.
Had a 1000 h.p. triple expansion engine built by the United Engineering Wks. and carried 1100-M ft. lumber.

Taken over in 1902 by Geo D. Gray and in 1904 by the Calif & Ore. Coast S.S. Co. and in 1912 by the Charles Nelson Co.

Sold to Russian owners in 1937. Was never taken over by the Russians but was scrapped at Antioch about 1926.

SEE ADJACENT FILE CARD ON 'GOLD RUSH STR.'
SEE CARD ON STEAM SCHOONER OF THAT NAME----This vessel may be one and the same.

Capt. Z.S. Moore arrived Nome with 446 pass. 6/23/1903
Was in Juneau, Alaska Feb. 7, 1903

Built 1900 at Fairhaven, Cal. Used on the Nome run for three years then cut down as a lumber schooner by the Charles Nelson Co. of S.F. Calif. Was out of use in 1931. 939 gross; 597 net; 230' x 38' x 16.2' 225 h.p. steam.
Port bow, at dock; British American Paint sign. G
Stbd. broad, in B.C. waters.
Port broad, Stikine Strait.

9/23/1939 One man in blast off Guard Id. dies.

3100 deadweight ton vessel, similiar to U.S. built World War I steel steam schooners was built for traffic on the Great Lakes but commenced her career on the Canadian East Coast in 1919. Was recently sold to Peruvian interests. M.D. Aug. 19, 1950

NOOTKA PRINCE

"Pomare"

See file card on "POMARE"
See pp 36 in PWB. July 1959
More in Lg. G.S. File under CANADIAN TUGS.
1. No picts.
Built 1898 on Lake Bennett for the Bennett Lake and Klondyke Nav. Co. Dismantled and made into a barge in 1903. Owned by Klondyke Corp. Ltd. along with "Ora", "Dora" & "Flora".

Capt. John Greer formerly on the "Yukoner" was to run her 4/18/1901.

9/6/1901 she made a 'neat' passage through the right channel at 5-Finger Rapids (On 5th) the first time this has been done by a steamer this season. Capt. Greer says this is safer than using the cable in the left channel.
1. Stbd. broad, at Seattle Pier under Northland colors.
2. Two views, stbd. bow, on beach back of U.S. Gov't. dock, Juneau. 1. P.C. Album.
3. Showing damage to stem and forefoot as result of ramming iceberg in Taku Inlet. 1931 P.C. Album 1.
4. Port bow; iced, coming into dock, Ketchikan.

Formerly "Tillamook"
Built at North Bend, Ore. 1911. 615 gross; 479 net. 150.3' x 28' x 16.2' Wood. 400 h.p. 14 crew.

Hit an ice-berg at 22:00 a short way out of Petersburg. Leaking, but made Petersburg and then proceeded south. Had 116,000 pounds of fish on board for N.E.F. Co. to Vancouver, B.C. Accident occurred Oct. 18, 1929.

Marine Digest May 22, '49 says "Tillamook" originally about the size of the "Bellingham", was literally cut in half and 32' added amidships. She replaced the "Bellingham" as the second unit of the N.Trans. Co. founded in 1923 by Wm. Semar.

She burned at Tanga's Hbr., Alaska Oct. 8, 1944 while under command of Capt. Butts (Gene's dad)

More on card "Tillamook" under Pacific Coast Wooden Steam Schooners.

Emp. 11/10/1926/6 'Halibut sch' "Norco" hit rocks near Ketch. and beached, later refloated and temporary repairs made to hull and propeller and to go to Seattle.

Emp. 11/19/1926/6 M.S. "Norco" of N.T.Co. which was forced to beach herself on Pennock Island last week because of a broken tail-shaft, has been refloated and is at Ketch for temp. repairs. $100,000. fish cargo saved....
2/10/1931/7 Refloated today. Had hit an ice-berg off Thane early Mon. morning the 9th and had to be beached on Willoughby flats behind the Government Wharf.
1. (Info. only.)
Norwegian M.S. loading out pulp at Ketchikan.
(NOTE BOOK No. 1. pp 60)
NORDBY

Halibut boat

1. A/s others; Juneau; Iced. (Seine-type) (PCA--7)
1. No picts.
She was used at St. Michael by the Army in 1898 and in 1901 was sent to Haines for further duty.

Little 45' str. brought down from the westward on a str. was unloaded at Skagway for the Haines Army Post.
NORDIC MAID

Ex. ATS F.S. (115')
Twin 320 Atlas.

1. Pict. only pp. 47; Book **IX.** 41.
2. At Ketchikan 1958 (PCA-10)
1. Stbd. broad, slow in Seattle waterfront. VG
1. Stbd. broad on N.C. Co. ways
2. Port bow on N.C. Co. ways—being launched.
3. Stbd. bow at city float in 1927 (First Album)
Built 1918 at Tacoma, Wn.  Gross 28:  Net 19
47.6' x 13.7' x 6.4'  Had 45 h.p. gas engine in 1928
Repowered later with a 75 h.p. Atlas Diesel

Emp. 3/31/1935  Donald Church, 23, passed away at St. Ann's Hosp., the second of two men to die from coal gas fumes aboard the halibuter Norland here.

8/1/1938 "Norland" brings in 7# ambergris from off Cape Suckling. Spotted by crewman Carl Swanson. Crew to share in prize which brings $50.00 per ounce...

7/20/1939/8  Betty Ann Lomen, canoeist, will fish as crew on "Norland" this trip. Age 24, Capt. Tom Sandvik etc.
1. Port, near broad, after righting: tugs; VG (Mag. cut)
2. 7 diff. views from launching to her end. VG. (Mag. cuts
4. Bow view, righted, being cut up for scrap. (Mag. cut)
5. VG pict. N.Y skyline, (S&S Summer 1958 pp 34)
Info. in Book 36; Page 16. More info. Pages 35--72
More info. in Book 30. Pages 3-4-5

Story of burning and sinking in Hudson River Feb. 9, 1942.
1. No picts.
Built 1896 at Poulsbo, Wn. 25 gross; 25 net; 47.8' x 16.5' x 6.1'

Owned by her master Capt. John Daniels and E.B. Dudden and operated in 1902 by the Great Northern Fish Co.

She was wrecked on the rocks at Five Finger Id. during a gale and snow-storm Jan. 10, 1902. Both men made shore.
Group of picts of her burning and after the fire had been extinguished. All newspaper and magazine clippings---taken from the following sources: Life Magazine, New York Sunday Times, Seattle P.I.

1952 M.D., M.D. Mer. 8, 169 lost their lives. WMT cost owners (Canada S.S. Lines, Ltd.) $2,150,000. Lilie. M. M. E.

17 of 177 bodies in the Toronto mortuary were on 18th there were 117 bodies at the Toronto mortuary and work of recovering unidentified bodies began. By noon they could do. By dawn the fire had died down and little they callled for 20 minutes and when they did arrive there were the men were not.
Had a tumultuous career---For a few days in 1945 she roamed around the Detroit River as a ship without a port. Because of a seamen's strike, no harbor would accept her with her non-union crew. Had docked in Detroit June 3 after a three day battle with striking seamen in the Welland Canal. Seamen lined the sides of the narrow canal and heaved bottles, rocks and other objects as the ship ran the blockade. By the time the battered "Noronic" made Detroit more than 100 portholes had been broken. She finally found a haven at Sarnia, Ontario.

On Aug. 15, 1943, the big vessel made news while hundreds of Detroiters enjoyed a cruise on Lake Superior. She had lost a propeller and the passengers had to be returned home on a chartered train.

She burned at Queens Quay in Toronto, Sept. 17, 1949. (See story in Red Record Book for 1949)
1. No pics.
she was in Juneau July 29, 1895 having returned from the Westward (Turnagain Arm) with a party of 10 men.
1. A/s others at Juneau. Iced down (PCA--7)
NORTH BEND

5-masted sailing ship
Sister ship to the
"K.V.Kruse"

1. No pict.
2. Good Stbd. bow, on Peacock Spit. P. 16; PMB. July 1937
Built in 1921 at North Bend, Ore. 981 gross; 847 net.
204.1' x 43' x 14.2'
Stranded on Peacock Spit at the mouth of the Columbia River in 1928 while returning from Australia. Later, she was refloated and converted into a fuel barge.

M.D. 10/30/’50

See 1947 DIARY Page Jan. 3.

Founded Oct. 23, 1940 on the Coos Bay Bar.

See page 8; Nov. 1953 S.&S. for complete story on her grounding on Peacock Spit.

Emp. 1/5/1928.2 Sch. "North Bend" aground on Peacock Spit during heavy fog.
1. Port bow, at lumber dock. (Porthole)
1. Port stern, tugs, Brooklyn Bridge. (Mag. cut)
1. Stbd. broad, slow, Seattle waterfront.  VG
2. Port bow, slow, in stream.  (Porthole)
3. Port broad, slow, leaving Sitka; Eastern Channel

And all 7 crewmen were saved.
Marine Digest article May 22, 1948, on N.T. Co. states she was purchased early in 1938 from the Red D Line and was the ex-"Carabobo".

Made her initial voyage for N.T. Co. June, 1, 1938 and was requisitioned by the ATS Dec. 17, 1941. Returned to N.T. Co. who sold her in 1946 to Philippine interests and still in operation there in 1948.

MORE INFO. BOOK 36; Pages 35-36

1/19/1938/8 N.T Co. "North Coast" ex "Carabobo" to run to Juneau early this spring.

8/26/1938 "North Coast" collided with Can. frt. "Coaster" off Pt. No. Point and picked up the 8 man crew of the "Coaster" when the 90' 140 ton vessel sank. Built in New Westminster, B.C. in 1916. No one hurt. 02:00 today.

9/17/1938/6 Capt. Andy Borkland, runs int 80 mile gale in Gulf and suffers damage. Hove too for several hrs.

10/5/1938 "North Coast" ran aground on Shelter Pt. near Cape Mudge, B.C. early today. May be refloated at High tide today, at 16:00.

11/10/1941/2 Collided with B.C. tug "Canada" in fog off Marrowstone Pt. at 04:53 yesterday. Tug sank and other tugs had to free tow cable from str. prop. Towing crib.
1. Std. broad, spe-d, at sea. Northland colors. VG
Marine Digest article May, 22, 1948 on N.T. Co. says she was purchased by N.T. Co. during depression years and was the ex-"Perry Smithers", ex-"Eastern Gale"

Used by Gov't. during War to carry supplies to airfields on Midway, Wake and Guam Islands. She was sold after the War to other interests.

4653 gross; 2981 net; 360.1' x 51.2' x 25.9'  30 crew
2800 h.p.

Chartered to Pan-Am. Book 44; pp 53.

N.D. Sept. 16, 1950
Carrying freight all over the face of the globe.

As a tramp, operated by the North Star Navigation Co. Now fitting the Pegasus at Panama and U.S. Shipping Board. Now fitting the Pegasus for the USS Drydock Co. In Japan in 1919.
Chartered by P.A.A. 1935 (Book 44; pp. 23.)
D.A.Disp. 4/29/1905 says she made port at Sitka today in a sinking condition. Had run into storms on the way north and lost her deck load of frt. and stove in her windows, etc.
Stbd. broad at Cole's wharf Juneau, Aug. 1948
1. Stbd. broad, slow near docks in Seattle.
2. Sold for scrap BOOK 44; pp 42-52
Old steam tug.

1. Stbd. bow, painted all white, towing sailing ship.
No. 222653
Sold to Panamanian interests in 1940

There may have been two steam tugs of this name---as evidenced by the following info.

Built 1901 at Portland, Ore. ( Probably owned by the Alaska-Portland Pkg. Co.) She was a short lived ship unless her name was changed. 80 gross; 40 net; 80' x 18' x 8.1'
1. Port. nearly broad. loaded, slow in stream. F.
Marine Digest article on N.T.Co. May, 22, 1948 says she was the ex-"Iniskin", ex-"Doylestown" and was operated by N.T.Co. until sold to the Santa Ana S.S.Co. for operation in it's Kuskokwim River trade. Used during the last war by the Gov't. and then sold by the Santa Ana S.S.Co. to Panamanian interests and renamed the "Robert"

MORE INFO. BOOK 35; Page 26

Emp. 5/4/1938/6 Unito of N.T.Co., sold to Santa Ana S.S.Co. and will run to the Kuskokwim. She is the ex"Doylestown" and was operated by the Iniskin Drilling Co., in carrying supplies to their operations in Alaska.
1. Stbd. broad, still, near old docks.
2. Port broad, speed. (Magazine cut)
Built 1871 at Sacramento, Cal. Used until 1884 on Seattle Victoria run. Made trips to Alaska in 1896. Lost on Craver (?) Rock near Marrowstone Pt. Aug. 19, 1903 her crew all being rescued by the tug "C.B. Smith" 488 gross; 345 net; 166.8' x 29' x 10.3'

More into. Book 37; pages 39 and 40

Port Pleager
Loss of life, pass. and crew were all landed safely at
on off Marrowstone Point July 21, 1903 and sank with no
According to old Juneau papers she hit a floating obstacle
Wrecked Aug. 19, 1903
1. Pict. near Pt. Salisbury 1956. (PCA-10)
North Pass
Ex "Evolution"

1. Second vessel of the name built (rebuilt) for Jimmy Marks. (Juneau 9; pp. 43)
North Pass

Original vessel of name.

1. 4 good pics. of her being launched at Juneau Marine.

(PCA--7)
New Hoonah seiner--burns; ALBUM 30 pp 18
5/14/1936  "North Sea", Capt. A.W. Nickerson and 140 pass. is aground on Pt. Marsh in Dixon's Entrance. All pass. being removed to shore in life-boats---early today. Later refloated and leaking badly and had to be beached behind Mexican Pt. C.G. "Alert" on the scene and the "Victoria" is due. Hit at 05:15 in fog. First message said "We're Sinking!"

5/15/1936  Pass. of "North Sea" are on the "Victoria" and the "North Sea" is at anchor in Hunter Bay---8 miles from where she hit. Pumps holding water. Will proceed under own power to Ketchikan, discharge cargo and head South... She struck at 03:30 and sent message at 05:15.


7/13/1936/6  "North Sea" swung into small boats moored at Upper City Float while departing today and damaged several of them including the "Leota"

8/18/1936  "North Sea" goes in D.D. at Seattle to repair several plates damaged when she hit a sand bar near Taku Inlet, Aug. 10, Mon. night. Was coming
Struck and refloated at high tide. Shoal Pt. (Middle Pt.)

8/21/1939 6 "North Sea" hit a rock in South Inian Pass but was able to back off and proceed to Ketchikan where the damage will be inspected. Capt. A.W. Nickerson.
1. Port, broad, sea calm, speed.
Port bow, speed in Olga Straits.

2. Stern view on rocks, Seaforth Channel. Schallers.

3. Set of four views of her on rocks, " Album 25

4. Stbd. broad at Sitka.

5. Stbd. broad, at Pier. (Mag. cut)

6. Stbd. broad, on reef from the air. V.G (Mag. cut)
Stbd. near broad a year after she piled up.


8. Pict. of bow showing damage from shell fired at her
Marine Digest article on N.T.Co. May 22, 1948 states she was purchased in 1935 from the Portland-Calif. S.S. Co. and made her first trip in their service in the summer of 1935.

She was lost on Porter Reef, Seaforth Channel on the evening of Feb. 13, 1947.

MORE INFO. BOOK 36; Page 35

PICTS. AND STORY IN BOOK 30; Pages 66 to 73
Northland Trans Co.
ex--Adm. Peoples"

Emp. 4/18/1935 "North Sea" formerly the "Adm. Peoples"
was making her first trip to Alaska for the N.T.Co.

SEE ALASKA SPORTSMAN Nov. 1955/ pp 11 for good recent pict.
of her on the rocks---abandoned.

Renamed from "Adm. Peoples." BOOK 44; pp 12-13
1. No pics.
Built 1897 at St. Michael; 28 tons; Ended up on the Koyukuk River.
1. Stbd. bow, at Seattle Pier.
2. Port broad at Seward.
5. Stbd. bow, at dock. (Magazine cut)
6. Port qtr. in Panama Canal Locks. (Mag. cut)
7. Port broad, speed. (Good Mag. cut)
8. Port broad at Lake Union pier 1951 loaded with gill-net boats. (Mag. cut) Book 33; p. 28

More info. Book 33 P. 28

Went north early in June 1961 in her new role with 40 men in crew—24 regular crewmen. Went south with 1961 loaded with 1200 tons of freight. WESTER was built by TACOMA.

M. D. 4/14/51
Powered with a 1525 h.p. McIntosh-Seymour diesel and has 3 50-kilowatt Atlas generators.

Built in 1932 at the Berg Shipyards in Ballard for the U.S. Bureau of Indian Affairs. Was christened by Miss Elizabeth Pullen of Juneau with water from the Arctic Ocean.

After 16 years of colorful service she will be placed in retirement when she returns from her present trip from the Arctic. (M.D. Sept. 25, 1948) She is being replaced by the knot-ship type vessel "Coastal Rider" which has recently been transferred from the Maritime Comm. The "C.R." was built at Los Angeles in 1945 and has been operated by the Santa Ana S.S. Co. until this transfer.

Had been used by Adm. Byrd as a supply ship on his South Pole expedition.

Dec. 4, M. D. says she just returned from a trip to Whittier where she delivered 1000 tons frt. for the Alaska Railroad under charter from Indian Service. She was commanded on the trip by Capt. Chas. Salenjus. Her eventual disposition is still unknown.
20. VG Stern qtr. view at Seattle. (PCA-10)

- See PC+134 for photos (India's note 6/9/98)
10/17/1939/6  Is in Boston, Mass. and ready to Join Byrd Antarctic Expedition.
11/14/1939/6  VG picture of new diesel in "North Star" 35' long, weighs 110 tons, 1525 h.p. and is longest diesel in an U.S. vessel. Chief Engineer Herman Sanwick
4/29/1940/6  "North Star" back from Antarctic and at Seattle
5/22/1941/2  C.G. takes over "North Star" at Boston, Mass.
9/1/1948/2  "North Star" to be replaced by Knot ship (C-1) "Coastal Rider" and is at present on her final voyage to the Arctic.
2/22/1949/4  To be replaced by "Coastal Rider"
2/3/1951  Old "North Star" up for sale.

S.P.I. (Don Page) Jan. 26, 1968---VG To begin new career in Mexico. (See in Lg. Brown envelopes (DON PAGE)
1. Nearly bow on with another ship: at Engrs. Locks
   Lake Union Pier.
2. Stbd. bow with tug pushing into pier. (Mag. cut)
3. Pict. and info. (Book 43; pp 12)
4. Pict. and info. (g. G.S.File under BUREAU OF INDIANS
Built in Los Angeles
Built in 1945 and is of steel construction.
338' (O.A.) 320' (W.L.) x 50' x 18'
powered with one single acting solid injection diesel eng.
turning 180 r/p.m. 67,752 gals. portable water (fresh)
19,720 non-portable water. Will carry 32 passengers.
crew of 40 including 17 on deck, 10 in eng. room, 12 in
stewards dept. and 1 medical.
She grosses 3805 tons. and was transferred from the
Maritime Comm. to the Native Service. She will carry
three times as much freight as her predecessor the old
wooden ship of that name.
She was operated by the Santa Ana S.S. Co. until being
transferred to the Bureau of Braves.
NORTH STAR

Sm. old Sd. fishing and cannery tender--steamer. Tug.

1. No picts.
Built in Seattle in 1899 and spent most of her life running between Puget Sd. and Alaska as a fishing steamer and cannery tender.

In 1928 she was dieselized and shortly afterwards her name was changed to "Queen City."

In more recent years she has been tied up in Lake Union. This summer (1951) the Olson Tug Boat Co. of Tacoma purchased her and changed her name to "Manzanita." She is being scrapped and painted while working on tow jobs.

M.D. Sept. 15, 1951
NORTHERN EXPRESS
Marine Exp. Lines.
Ex. U.S. sub-chaser.
Ex. USLHS "Rose"

1. Stbd. broad at dock. (Mag. cut.) P. 18 P.W.B. Oct.'52

2. History BOOK 35; pp 51
Good info. pp. 4; Album 44.
This is the former old U.S. Lighthouse Service tender "ROSE"
Drawing of her wreck by a survivor.
Built in N.Y. in 1847 for the Charleston route, but came around to the Pacific in 1850 and was operated by the Pacific Mail on all the routes out of S.F.

Left S.F. 16:30 Jan. 4, 1860 for Col. River and P. Sd. ports. On Jan. 5, at 16:00 she bounced lightly off Blunt's Reef off Cape Mendocino. She began making water, and when about 3½ miles N. of Cape Fortunas the chief Eng. called the Capt. and reported the fires would be out in a few minutes. Capt. Chris Dall decided to beach her since he could not reach the Humboldt bar. (CONTINUE in Lewis & Dryden)

1858 she was rammed and damaged to the extent of $5000. by the first tug on the Sound---the "Resolute". This occurred off Dickensons Pt.
1. Info. BOOK 44; pp 4.
1. No picts.
Built 1896 at St. Michael; 12 tons; Ended up on the Koyukuk River.

Blue book says she was built at S.F. and used at St. Michael 18 gross; 10 net; 40' x 10' x 2.5'
1. At old Olympia, Wn. wharf with other old craft.
Port broad, speed, under full sail. (Mag. cut)

Port bow, anchored Juneau; (First Album)
Built 1927 at Oakland, Calif for John Borden.
247 Gross: 163 Net:  120.5' x 29.8' x 12.9'
Owned by John Borden of the Milk Co. and built for Arctic
Exploration.  Powered with two 120 h.p. F.M. diesels.
Emp. 1/18/1927  Borden's yacht "Northern Light" will be
launched at Oakland tomorrow.  Crew of 15 and Borden
will be in command.  Plans trip to Arctic.
1. No picts. (See "Star of Falkland")
ALASKAN (Sitka) 12/12/91 as Whaling bark she arr. S.F. on Dec. 5 from Arctic.
NORTHERN PRINCE

Canadian coaster

1. Pict. Info.

BOOK 45; pp 10
NORTHERN QUEEN

Ketchikan dragger.

1. At Northern Mach. Wks. dock Ketch. (PCA-10)
Mr. & Mrs. Allen Strand came down to Astoria from Stanwood, Wash. to attend the 30th reunion of his Astoria High School class held at the Gearhart Hotel in July. This was the 4th one held by the class but the first he was able to attend.

Strand, who is owner of the NORTHERN QUEEN, lived in Alaska for many years and was in Astoria with his vessel during the 1959 tuna season.... (Astoria news 8/5/64)
1. Port broad, on Rock Dump, nearly afloat.

2. Seven different views of her on A.J. dump, Juneau.

3. Port bow, speed in Stikine Strait.

4. Port broad, crossing channel, coming into dock.

5. Port broad, in Juneau Hbr. "Sailors Solice" also.

6. Stbd. bow, speed, from air. (Porthole)
Aground on Rock Dump. See story Book 30. Page 53


Arr. Juneau on maiden trip; 13:00 today with no pass.

7/15/1946 Runs on A. J. Dump tailings.
NORTHLAND
Wooden converted Navy boat.

1. Stbd. near broad at side of Juneau Cold Storage dock.
NORTHLAND

4-masted East Coast schooner 1921

1. Pict. and info. on her loss. (ME/Log Nov. 1956 pp 48)
D.A. Disp. 1/4/1918 P.S.S. Co. has purchased the steel st. scho. "Northland" from the Borderline S.S. Co. and will repair and rename her and place her back on the Alaska run.

Emp. 7/13/1922/8 A steamer of this name was aground in fog on Whidbey Island today. Refloated undamaged.
1. Port, broad, in stream, Juneau Hbr. P.C. Album 1
2. Port, near broad in Fredrick Sound. War paint.
3. Port broad, speed, white, flags. Seattle Hbr.
5. V.G. post card pict. (Album 27)
6. To be scrapped BOOK 44; pp 37

See Page 67---Book No. 36 More page 78

Formerly "W.B. Foshay"
Built 1929 at Houghton, Wash. as the "W. B. Foshay" for the W. B. Foshay Co. of Minneapolis, to be used in Alaska trade. Foshay Co. went bankrupt and the Washington Iron Works libeled the vessel for $69,000. still due on the engines. Nov. 16, 1929 she became a unit of the N.T. Co. and was renamed "Northland" 1255 gross; 754 net; steel; 177.7' x 35' x 9.6' 1120 h.p. Two 560 h.p. Washington Estep Diesels. Launch from Lake Wn. Shipyards on July, 27, 1929.

Marine Digest article on Northland Trans Co. May 22, 1948 says "Northland" completed 372nd round trip before she fell a victim to a labor dispute in Sept. 1945, and was ultimately sold to Norwegian interests. Sold to the Nordenfeldsk S.S. Co. of Trondhiem, Norway.
SEE CONSIDERABLE MORE ON CARD ON NORTHLAND TRANS. CO.

1/14/1931/ M.V. "Northland" hit rocks at Salmon River B.C. while northbound today. 31 pass and 31 in crew. Has hole in stbd. bow. Bounced off but Capt. Leonard Williams beached her on a soft beach. Her pass. and mail were transferred to the "Admiral Farragut".

1/15/1931/ "Northland" may float off at high water. Will have to go on D.D. Her 30 pass. taken off by the Union S.S. Co. "Cardena". Cargo to be transferred to the "Norco".

1/16/1931/ "Northland" refloated and is to come on North. Her cargo is O.K.

1/19/1931/ Capt. Williams says black and shadows and tides caused the vessel to pile up on Helmcken Island on Tues eve. 13th of Jan. Leaking some but does not seem to be badly hurt.

5/9/1933/ "Northland" dropped a propeller blade at Port Althorp dock and had the "Roedda" escort her to Seattle.

1/21/1935/ "Northland" tries to dock in Juneau for 6 hrs!
but unable to on account of the 'Taku' gale blowing.

2/19/1935/6 "Northland" brushed a sand bar in Whitestone Narrows but drifted off O.K. and is not believed damaged.

12/21/1938 Mrs. Tom. J. McCaul disappears from "Northland".

12/22/1938/6 Hearing held today on board the "Northland". Mrs. McCaul boarded at Seattle, was seen in Petersburg but never got to Juneau. (On boat after leaving"")

Was room mate with Corrine Duncan.

5/29/1940/6 Capt. Leonard Williams arrested for shooting at a deer swimming in Olga Strait. Released on his own recognizance until return trip.

6/1/1940/6 Capt. Williams admits guilt. Fined $100.00.

Shot from bridge with 22 rifle.


Company says crew demands practically all of port side of the vessel.

9/25/1945/2 Deck crew walk off. (Same reason as last mo. on "Taku" which held her up 16 days.

PICT. Slow; Ketchikan Hbr. (PCA-10)

2. Port broad, upright, on reef.

3. Port broad, in Ketchikan Harbor.

D.A. Disp. 7/6/1917 pp. 6 Wash. Sal. Co. is making some progress in raising her at Kake---she hit rocks 6/25/1916 and sank in 100'.
Built in Seattle in 1908 as str. "Northland". 678 gross; 434 net tons; 141' x 27.2' x 18.7' 350 h.p. Was wrecked on North Reef July, 3, 1912 and raised later. Again sunk at Kake cannery dock when steward forgot to close portholes while loading canned salmon June, 23, 1916. Owned at this time by the Borderline Trans. Co. Later taken into Pacific S.S. Co. as "Admiral Nicholson". In Kake incident, water rendered her pumps useless as fires were put out. Empire Apr. 25, 1918, says "Northland" back on the run as the "Adm. Nicholson". In Kake incident she was raised first time by B.C. Salvage Co. but slipped her slings and sank again; they raised her again only to have to scuttle her as oil caught fire in her. The third time they raised her she stayed raised. (Borderline Trans. Co. had taken over holdings of the old Northland S.S. Co. of which the "Northland" was their first unit)
1. Stbd. nearly broad in Arctic ice. VG
2. Port, nearly broad in Arctic ice. P.C. Album 1. VG
3. Port broad, under sail at sea.
4. Stbd. bow, speed. VG. (Magazine cut)
5. Stbd. near broad in Greenland ice. (Mag. cut)
6. Port near broad as built, speed. (Mag. cut)
7. Port broad as rebuilt in War II. (Mag. cut)
8. PICT. as and cut down. BOOK 32; pp 58
2050 tons: 216' long; 39' beam. Two 4-cycle, air injection diesels rated at 600 H.P. at 200 r.p.m drove two 415 KW generators for her diesel electric drive.

Built in 1927 she was in continuous service until a few years ago when she was retired. During War II she distinguished herself by pursuing a German armed trawler for 70 miles through twisting channels of Greenland, capturing her and her personnel. Her engines were converted to mechanical injection and were still in use after 19 years of hard service before her recent retirement. Motorship 11/48.

SOLD, SEE BOOK 30; Page 55
Emp. 8/24/1927/8 New C.G. "Northland" arr. Juneau on her 1st trip to the Arctic today. 216' x 39' 2050 tons displacement.
8/19/1939 C.G. "Northland" aground in Boston Hbr. last night in fog. May be refloated today.
8/16/1940 C.G. "Northland" to go to Greenland.
Port broad in Ketchikan Harbor.

D.A. Disp. 2/25/1917 pp. 6; P.S.S. Co. steamers "Northland" and "Senator" collided in fog early today off the Calif. Coast. Both vessels slightly damaged but able to make port.

D.A. Disp. 1917 pp. 6
NOTICE: The records and info. on this vessel and the steel st. sch. of the same name (later "Adm.Nicholson" is rather confusing as they were in operation at the same time and on the same routes at times; however, I believe the news item below refers to the wooden st. sch. on this card as the steel vessel was sunk at Kake at this time.

D.A.Disp. 7/8/1916 pp.2 Borderline. Trans. Co. has chartered the st. sch. "Northland" of Parr-McCormick S.S. Co. and will send her North on the 12th with a trip to Anchorage.

D.A.Disp. 12/2/1916 pp.2 Wooden St.sch."Northland" has been purchased by Pac. S.S.Co. from Parr-McCormick S.S.Co. and will again be placed on the Alaska run.

D.A.Disp. 12/31/1916 pp.4 St. sch. "Northland" arrived at Portland in a damaged condition; she had been in a collision with the A.P.S.Co. str. "Northwestern" off Eureka Calif. on 29th. Both vessels made port O.K. (Notice: this article further states that she was 'recently purchased by the A.S.S.Co. (?) and that she was the ex-Stanley Dollar" which is also in error as the latter vessel became the "Skagway"
NORTHLAND
Paciftc Coast Wooden Steam Schooners.

845 tons; built 1904 at Fairhaven by the Bendixsen yards for E.J. Dodge of S.F.

Had 664 h.p. triple expansion from Fulton Iron Wks. Carried 900-M ft. Lumber

Sold 1917 to Fred D. Parr and in 1918 to the Albers Bros Milling Co. both of S.F.

In 1921 she was acquired by the Atlas S.S.Co. and was sunk without loss of life, through collision with the British steamer "Pacific Trader" in S.F. Bay.
NORTHOLM

Canadian frt. 1938

1. No pics.
7/1/1938/6 Arr. Juneau today with 300 tons frt. for the Polaris Taku Mine. 150' long; Capt. Alan Ogden. Owned by Frank Waterhouse Co.
NORTHLAND PRINCE
B.C. cargo-luxury liner---1963

1.
"NORTHLAND PRINCE", Northland Nav. Co. new passenger and cargo vessel was hull No. 314 for the 60-yr. old Burrard D.D. Co., when she was launched Feb. 2, 1963 at a special ceremony in N. Van. B.C.

She also is the only pass. boat built in B.C. for a commercial operator since 1921, when Burrard constructed the "PRINCESS LOUISE". She will be delivered in May and begin weekly service from Van. in June, with intermediate calls to Prince Rupert and Stewart, B.C.

Designed principally as a cargo carrier, the 329' vessel has a 1500 ton cargo capacity. She will specialize in handling containerized general frt., refrig. pkg. and bulk frt. heavy equip. long shapes (steel & piling) and automobiles. Will accommodate 108 berthed and 12 day passengers in deluxe compartments. Her total cost is $3.6-million.

Main propulsion will be provided by a crosshead diesel Stork Werkspoor 4200 h.p. engine. She will have a service speed of 16 knots and carry a crew of 35 including officers.
NORTHWEST AMERICA

Very old schooner.

1. No pict.
1. Stbd. near broad, scow a/s/  (Porthole)
Port, bow, nose aground, wrecking steamer a/s
Four different close-up views showing heavy coating of ice. Laying at dock in Juneau, Jan. 22, 1916.
Album 19. Also 3 post cards of same in P.C.A.

Port bow, sitting upright in glassy calm on Eagle River flats July, 25, 1933; Destroyer 339 in pict.
Stbd. bow of same mishap. 3 & 4. in Album . /7

Port bow, nose aground in Wrangell Narrows across from Petersburg. Album . /7
Stbd. amidships; nose dry; taken from salvage str. in Wrangell Narrows. Album . /7

Port, broad, in Juneau, Hbr. P.C.Album 1.
Port, bow, leaving Juneau, June, 23, '17 P.C.A.L
Stbd. broad, on Eagle River flats. P.C.A. L /7
Stbd. bow, on Eagle River flats. P.C.A. L /7

Ashore on Cape Mudge from stbd. broad.

Early days of A.S.S.Co.
See R.S.Book #1. Page 3. Formerly "Orizaba"
Port bow, grounded W. Narrows. Small boat a/s
Stbd bow, upright on Eagle River bar.
Nose ashore. Looking up std. side from ship a/s
Port qtr; in Drydock. (Porthole Pict.)

Dec. 2, 1910 paper says she may be total loss: Hit 03:00
in dense fog off San Juan Ids. on way north. Capt. Coskey
25 pass. taken off. "Olympia" to take her run.
Jan. 7, 1911, Capt. Croskey's license suspended one year.
D.A.Disp. 12/3/1910 Says she was in bad shape. Wrecking
str. "Salvor" standing by.
1. Picts listed on previous card in file.

2. Port qtr. in Todd Drydock, Seattle. (Porthole)

3. Stbd. bow view of burned hull near beach in Captains Bay. (Mag. cut)

4. Port bow area heavily iced; from dockside.

5. Heavily iced (Schallers photo) (PCA--7)

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D.A. Dsp. 9/26/1911 while docking at Ketchikan, commanded by Capt. J.C. Hunter on the 19th of Sept. she remained into D.A. Dsp. 1/10/1913 broke dock lines at Valdez during flt.

A gate that night and was ashore -- not damaged.

Eng. Room Telegraph.
She is still lying in a cradle of sand at Dutch Hbr. A Seattle Salvage Co. (name withheld) disclosed plans to Dismantle and scrap her where she is. During the war, Japs had made a direct hit on her and claimed they got a direct hit on a major war vessel. She was then only being used as a light and power plant.

Originally turned out for the Ward Line in New York, she came around to the Pacific during the Gold Rush and eventually hoisted the flag of the Alaska S.S.Co. They retired her in 1937. In Aug. 1940 she was sold to the Seims Drake Puget Sd. Co. and converted by Lake Union D.D & Mach. Works under supervision of McGinty & McDonald, to a floating hotel for defense workers. M.D. 10/8/49.

and may not be badly damaged.

D.A. Dısıp. 4/10/1949 says "NW of Northwestern's S.S. Co. ran bombéd at Dutch Hbr. July 1942."
On Sept. 26, 1911 she ran amuck while docking in Ketch. Damaged the Alaska S.S. Co. dock and also the floating cannery "Glory of the Seas". Capt. H.C. Hunter in command. Signals crossed up in engine room.

After being blasted and burned by the Japs in 1942 she was towed around Amaknak Island and anchored in Captains Bay. However in 1944 when Pres. Roosevelt was to view the base at Dutch Hbr. on a tour on a Navy Cruiser it was thought that he might like to see her because of his interest in old vessels. She was gently brought inshore by Lieut. Geo Skarbo USNR well known P. Sd. and Alaska pilot, then tugs rammed her ashore. Dutch Hbr. was fogged in and Roosevelt did not stop there.

D.A.Disp. 6/6/1913 She rammed 2 barges while docking at Juneau---one loaded with cased powder--Lucky it did not go off.
Named "Orizaba" until 1907 at which time she passed to the A.S.S. Co. and brought to the East Coast to the Sound.

She was laid up in 1937 in Lake Union; then in 1940 she was taken to Dutch Hbr. by Selms Drake Spokane Co. and used as a barracks boat. Bombed in July 1942 by Japs.

Trouble with P.C.C. Co. (See "City of Puebla" 8/12/1907)

3/22/1907 when a unit of N.W.S.S. Co. she ran on rocks at Beaton Landing near Latouche. She had no pass. and her crew was safe. Seas were pounding her. The "Santa Clara" went to her aid. 4/19/1907 the salvage str. "Salvor" arrived on the scene and raised and refloated her. On 5/31/1907 she was in Dundas Bay and proceeding south under her own power, leaking badly, but escorted by "Salvor"
D.A. Disp. 7/18/1916 pp. 8. "Northwestern" crippled with a broken propellor—hit a submerged object about 30 miles off Cape Spencer. The tug "Goliath" was proceeding to her aid.

D.A. Disp. "Northwestern" is hove too, 50 miles west of Cape Spencer. Full gale of wind and immense seas.

D.A. Disp. "Northwestern", Capt. Hunter, broke her steering gear and ran ashore on a gravel bank in Tongass Narrows yesterday. Luckily no rocks. Backed off in two hours on the rising tide and her bable had been repaired.

Empire: 6/2/1919 pp. 8: She grounded on Anchor Pt. in W. Narrows at 15:45 yesterday. Her 200 pass. were transferred to the "City of Seattle". At 03:00 this morning the "City of Seattle" pulled her off the Pt., unhurt.

Emp. 5/5/1922/6 A 16 yr. old boy was killed in the eng. room of the "N.W." when the machinery suddenly started while repairs were being made.
Emp. 11/12/1923/6 S.S. "Northwestern" ran her nose ashore in Wrangell Narrows today and was refloated several hrs. later undamaged.

Emp. 1/11/1927 "Northwestern" hit Maud Island at 03:00 Sun. morning (9th) tide and light fog. Backed off and anch. Plumper Bay to ascertain damage and remove passengers. Found not leaking so proceeded to Ketchikan 24 hours later and her pass. were to transfer to the Southbound "Victoria" which would complete the Westward run for the "N.W."

Emp. 1/12/1927 "N.W." proceeded on to Juneau and her pass. will be transferred to the Northbound "Alameda" instead. Capt. Wm. Jensen. Reports no panic. Night and fog caused accident. More 1/13/1927 paper...

Emp. 12/12/1927/ S.S. "Northwestern" aground on Cape Mudge
Emp. 12/15/1927/ Abandoned to underwriters. Crew removed.
Emp. 12/16/1927/8 V.G. Magnus Hansen, "Explorer" arr. J. Tells of wreck...

Emp. 1/20/1928/6 Capt. Jock Livingston exonerated of all blame and is now Capt. on the frt. "Denali"
Emp. 4/2/1928/6 Repaired at cost of $170,000. at Seattle.
10/6/1930/ S.S. "Northwestern" of A.S.S.Co., Capt. C.A. Glasscock, lost her rudder in heavy seas at 19:30 last evening while off Cape Spencer. She sent out an S.O.S. Reported today that the halibut boats "Emma" Tom Ness, and the "Tordensjold" have her in tow for Dundas Bay.

11/10/1930 "Emma" arrives in Juneau—shows signs of her battle in the rescue of the S.S. "Northwestern"—lost deck gear, planks stove in, etc. He was assisted early by the "Tordensjold", Capt. Chris Servold. Some time later several other craft hooked on and towed her in to the safety of Dundas Bay.

11/18/1930/3 "N.W." reaches Ketchikan under tow of two tugs. Sustained hole in side where one of the tugs rammed her in stormy weather off Cape Fanshaw.

4/17/1931/8 Five halibut boats file salvage suit totalling $49,000 against A.S.S.Co. str. "N.W." They are the "Tordensjold", "Seattle", "Attu", "Ermine" & "Excell".

8/17/1931/7 Despondent widow, whose husband died last fall, had sold his boat at Anchorage and was going South...
on the S.S. "Northwestern", Capt. Jock Livingston, when
the boat docked at Petersburg. She was found with her
wrists severed---dead in her stateroom... (check)
1/22/1932/7 The "Northwestern" salvage case for $54,000.
comes up in Seattle today.
7/25/1933 "Northwestern" hit on Sentinel Island at 03:00
today. Capt. Jock Livingston and 86 pass. Southbound
from Skagway. Destroyer "Trevor" bringing 86 pass. to
Juneau. Bounced clear and had to be beached on Eagle
River Bar. will be
8/3/1933/8 "Northwestern" pulled off Eagle River flats
by tugs "Georgia" and "Akutan" tomorrow. VG account.
Has been patched up.
8/4/1933 "N.W." pulled clear and arr. Juneau own power.
8/5/1933/6 "N.W." left for Seattle at 20:30 last evening.
Under own power.
8/22/1934/6 "Northwestern" tows in John Lowell's "Fern II
broke down off S. end of Marmion Island.
two days late from across the Gulf. Hit a gale at Cape
Hinchinbrook and had to lay at anchor. Lost anchors!
12/2/1935 "Northwestern" hits in Seymour Narrows at 04:00 on Dec. 1st in fog. Drifted ashore. Was on bottom for about 4 hours. Not believed too badly damaged. Was en-route from Seattle to Juneau---whistle was frozen up and couldn't get an echo, etc.

8/27/1940/6 "N.W" retired 10/6/1937 is being surveyed and will be sold to Siems, Drake--P.Sd. Co. for use as a floating hotel at (Dutch Hbr.)

7/31/1942 Pict. of SS "Northwestern" after bombing and fire at Dutch Hbr.

PICT after bombing at Dutch Hbr. BOOK 31; pp 84
5/9/1939/6 Capt. Wallace Langley bought the old wet-ass "Northwestern" for use on the Kuskokwim. He also operates the coastwise steamer "North Pacific" Known as the ALASKA RIVERS NAVIGATION CO. 149' x 30' x 4.5'
1. Port broad, breaking Antarctic ice for Byrd. Expd. (Magazine cut)
2. Stbd. broad at Army dock, Juneau May, 1950
3. See good pics. of sister ships "Edisto" and "Burton Island" Pages 8 to 12; Feb. '52 SHIPS & SAILING
Coast Ice Breaker Commanded by Capt. C.W. Thomas and has just completed her first Bering Sea patrol in 8 years. Made a 15,000 mile cruise in the Arctic and was the first vessel through the ice to Pt. Barrow this year. Marine Digest 10/30/48.
1. Port broad, Seattle waterfront. 
2. Port broad, Ketch. War paint. Album 28
Empire for Feb. 28, 1945:

Veteran skipper on Alaska Run pleads guilty to Negligence
Capt. M.C. Sonderlund, master of ATS. "North Wind", when
she went ashore on Simeonof Island Dec. 14, 1944 plead
guilty to negligence at C.G. Merchant Marine hearing.
License revoked for one year and placed on probation for
two additional years. A veteran on Alaska run he assumed
full responsibility. All 45 members of crew saved by a C.G.
 vessel and another Army supply vessel.

Marine Digest May 22, 1948 article on N.T.Co. says
she was purchased during depression years and was the
ex-"Nosa Duke" and ex-"Mineola"
She was a total loss when wrecked on Simeonof Island.

(Army supply vessel mentioned in rescue above of crew
on "N.W." was the S.S. "Carl Shurz", a Liberty ship com-
manded by Capt. Phillip H. Luther. (M.D. 10/29/'49)

Some info. about her. Book 41; pp. 18
1. Historic cruiser returns to Alaska (Juneau L-A; pp 22)
2. Leaning outward on Juneau boat Hbr. grid. (PGA--7)
NORWEST I
Canadian tug.

1. Stbd. broad, speed: good. (Magazine cut)
Capt. Bernhard Bender --- 37.02 tons burden-- Left Sitka 9/14/’68 for a Coastwise trip.

Arrived Sitka 10/19/’68 from Coastwise ports.
Registered at Sitka 5/17/’69 under new owners. Capt John Cook and owner Samuel Stevens.

In 1867 she arrived from S.F. to Sitka. Capt. A.T. Whitford 34.42 tons.

Supposed to have been lost at sea 5/17/’69 34/42 tons.

Changed registry from Port Angeles to Sitka; 6/2/68.
1. Stod. bow, slow, deckload of lumber.
2. Port broad, in Ketchikan Harbor.
Built 1904 at Winslow, Wn.
Gross 1323; Net 1017: 203' x 38.5' x 15'
675 h.p. triple exp. steam. 25 crew. Owned by P.A.F.

Article in EMPIRE Mar. 30, 1916 says she would replace the steamer "Pavlof" which wrecked several weeks ago on the Alaskan Coast.

D.A. Disp. 3/31/1916 pp.8 The P.A.F. has purchased the str. "Norwood" to replace their wrecked str. "Pavlof"

D.A. Disp. 12/13/1916 pp.3 P.A.F. is to operated the strs. "Windber" and "Norwood" this season, in their Alaska trade. Both are at present under charter to Portland interests.

Emp. 6/2/1920/8 "Norwood" of P.A.F. Co. is due in Juneau with a load of coal.
Port, broad at dock, all white.
Built in 1899 at Tacoma as a small passenger boat. 75' long. In 1906 she was lengthened to the following dimensions. 135 gross; 92 net; 95' x 19.8' x 5.7'.

In 1924 she sank at the dock in Tacoma due to the carelessness of the watchman. Then in 1925 she was sold to Rus. Chesley who removed her steam plant and put in a 200 h.p. diesel---he converted her to a tug at this time. She did not prove successful and after a lay-up period her engine was removed in 1931. The old hull was still in Lake Union in 1935.
NORWOOD
Pacific Coast Wooden Steam Schooners

Lyman

760 tons; built 1904 at Winslow, Wn. by the Hall Bros Marine Railway & Shipbuilding Co. for Sudden & Christenson. Had a triple expansion engine of 685 h.p. from Fulton Iron Wks. Sold to the P.A.F. of Bellingham and had a shelter deck added, increasing her tonnage to 1323. She was scrapped about 1933. (Equipped for passengers)
Notice: Although the Off. No. of this vessel and the old hull on the beach in Ketchikan do not coincide, I am convinced that they are one and the same vessel—See "Blue Book" 1928
Built 1884 at North Bend, Ore. 56.51 gross; 33.73 net; 71.5' x 17.5' x 6.8'.

The JUNEAU CITY MINING RECORD May 25, 1893 mentions that she was fined by the Customs man on Mary Island because she had run on a reef at Salmon Bay and sunk with the tide running in and out of her for 10 days before she was raised. It seems that she should have been on hand to tow two old barks to their destinations in S.E. Alaska. When she was reflated it was found that she had five broken planks and a broken keel. The two barks made their destinations at Wrangell and Kassin O.K. These were the "Jas. A. Borland" and the "Elsinore".

D.A. Disp. 9/4/1914 Tug "Novelty" of Ketch. arr. from the Loring cannery with Supt. J.R. Heckman on board. She is skippered by Capt. Clark.
1. From astern; sunk with mast laying over on pier in San Diego. 1915. Had become waterlogged and sunk later raised and lost in picture 2.

2. Port bow, nose into rocky beach; surf pounding around her. Taken when lost on Point Arena.
See reverse side of card on "Admiral Goodrich"

Check to see if this is the "Noyo" that was in Skagway, Feb. 17, 1898 with 140 passengers. "Skagway Alaskan (The above refers to the old vessel of that name not this one)

This one was built 1913 at S.F. 1419 gross; 836 net; 224.4' x 41' x 16.6' 20 crew and 1200 h.p. and owned in 1925 by the National S.S. Co. of Calif. as the "Noyo"
1. No picts.
Built 1887 at S.F. Calif. 497 gross; 307 net: 200-300 h.p.
150' x 33.2' x 10.5'
This vessel was in Skagway Feb. 17, 1898 with 140 pass.

ALASKAN (Sitka) 2/2/’98 says she was coming North thru' Grenville Channel, Capt. Lundquist, and with 200 pass.
when she found the "Corona" wrecked on Herbert Reef
Follow up story's on " " 
NOYO No. 130395

Wooden Steam Schooners of the Pacific Coast

Lyman

<table>
<thead>
<tr>
<th>NOYO</th>
<th>316 tons, built 1887 at S.F. by Alex Hay.</th>
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<tbody>
<tr>
<td></td>
<td>Had four-cylinder triple-expansion engine from Hinckley, Spiers &amp; Hayes giving her 300 h.p.</td>
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<tr>
<td></td>
<td>Carried 330 ft. Her first owner was C.E. White.</td>
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of S.F.  

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<tr>
<th>1893</th>
<th>to J.S. Kimball</th>
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<tr>
<td>1901</td>
<td>to Dollar S.S.Co.</td>
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<tr>
<td>1907</td>
<td>to Merchants S.S.Co.</td>
</tr>
<tr>
<td>1913</td>
<td>to National S.S.Co.</td>
</tr>
</tbody>
</table>

She had been ashore in 1899 on Duxbury Reef, but had been floated and repaired.

In 1915 she got ashore in La Jolla Cove but was refloated by Capt. Joe Brennan, now harbor-master at S.F. in the tug Bahada. Towed to S.Diego, she capsized at the wharf as soon as her cargo was discharged. Was righted and repaired in the North. Finally lost for good Feb. 26, 1918 on Pt. Arena, without loss of life.
1. Stbd. near broad, in ice on Col. River. (Mag. cut.)
N. R. LANG

Ex tug "Escort"

1. Info. (Kingcome Nav. Co.)

Album 43.
1. No picts. 1950
Air pressure on a gas tank, splitting a seam, apparently caused the gas to seep to cracks in the hull of the barge where a spark, probably from a cigarette, set off the explosion that destroyed her. Gerald R Percival, 37 yrs., a mechanic who was aboard, lost his life in the blast.

She used diesel for fuel but carried gas in tanks for refueling other N.E.F.Co. vessels. Pressure on tank was still set at 20 lbs. after the blast. Blew in Salmon Bay Waterway, just west of the Ballard Bridge. Blast shook Ballard and Interbay areas.

Engines had just been overhauled at N.Comn Marine Co. T.H. "Pat" Davis 58, Spring Apts. was master. C.V. Carlson foreman of Company's Ketch. cannery and Richard Funk, 21, of Des Moines, deckhand were also on board. Davis and Carlson suffered minor knee and hip injuries and Funk got a twisted knee. She was enroute from N.C. Marine Co 2500 Westlake Ave. N. to Maritime Shipyards, 27th Ave. W. and Commodore Way at time of explosion. Blew on May, 19, 1949 M.D. 6/4/’49
1. No picts.
Little 5 ton str. built 1898 at St. Michael.
NUISANCE II

Juneau troller

1. Picts. on grid and near Sunset Island (PCA-10)
Owned by Happy Savikko.
1. Two views, std. broad at Juneau Cold Storage.
2. Std. broad at A.S.S. Co. dock, Juneau, May, 1949
NUNATAK

Park Service Boat
Ex. "Seal" "Bear"
Look in Lg. G.S. File under FOREST SERVICE Vessels.
Had been taken over by the Bureau of Indian Affairs after the war and was only used a couple seasons by them. Ben See took her up to the Pribiloffs in 1947 and used her to transfer reindeer from Nunivak Island.
1. No pics.
Built 1898
681 gross;
Wrecked at Nenana on the Tanana River, Alaska May, 7, 1909
All 7 persons on board were safe.

She was used first as a stern-wheel U.S. Rev. cutter
on the Yukon in command of Capt. Cartwright.

MORE INFO. IN BOOK 30; Page 1.

10/13/1906 she was on the Kuskokwim River and was to be
sold to new owners.

D.A. Disp. 2/5/1906 says she was being repaired at Seattle
and would be taken to the Kuskokwim by Capt. Healey.
Stbd. nearly broad, speed, at Scotch Cap. G.
739 tons; built 1904 by United Engineering Works, at Alameda, Calif. for the Alaska Packers ASSN. of S.F. After 21 years in the cannery trade she was bought by the Remco S.S.Co. of S.F. who renamed her "Caspar". Laid up at S.F. in April 1932.
NUSHAGAK
Pacific Coast Steel Steam Schooners

739 tons; built 1904 by United Engineering Works, Alameda, Calif. for the Alaska Packers Assn. of S.F.
After 21 years in the cannery trade she was bought by the Remco S.S. Co. of S.F. who renamed her "Caspar"
She was laid up at S.F. in April 1932.
NYMPHA
Am. top-sail sch.
Sealer --1892

Mentioned as being asked about and to be seized by the Russian gunboat "Zabiaka"