Alaska State Library
Historical Collections

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

General Marine Files

asl.historical@alaska.gov
907 465-2925
PO Box 110571
Juneau, Alaska 99811-0571
U.S. frt. broke in half.

1. VG account of story.  (Note Book 23; pp 125)
OAKLAND
Pacific Coast Wooden Steam Schooners

146 tons; built by Kruse & Banks at Marshfield, Ore for their own ownership. Classed as a gas-schooner she had an oil engine and carried 175-M. ft. lmbr.
Wrecked without loss of life in Dry Bay, Alaska Oct. 23, 1912
1. No pics.
She had left the Dry Bay cannery Oct. 23, 1912 and was wrecked in the entrance to the bay while attempting to pass out to sea. The weather was stormy. The cannery Supt. and crew—including women and children were on board going south for the winter. Miraculously all made it ashore, then had to walk about 60 miles to Yakutat. They had to sleep in the open, nights but all were none the worse for wear when they walked into Yakutat five days later. There they had to wait for 47 days before the A.S.S Co. "Yukon" stopped in and picked them up and brought them to Juneau. The last two days of their hike they were without food. (There was 11 people on board—all told.)

Yakutat Bay and fevers are real.

D.A. Disb. 11/15/1912 says she is two weeks overdue from Dry Bay.

D.A. Disb. 7/26/1911 Capt. Campbell and one. Judd Base.

See file card "Whaling" for a little more info.

Mentioned in Book 36: Page 3

146 gross;

Built 1905 at Marshfield, OR. No. 20268; 146.6 x 78 ft.; 1021 net; 4.6 x 78 ft.; 24.6 x 4.6.
OAKLAND

Gas screw.

A.S.S. Co.

Early days of A.S.S. Co.

1951 tons; built in 1918 at P.A.F. yards in Bellingham. Sold new to Belgian owners and went to them in June 1918.
OCCIDENTAL

Old U.S. bark.
Alaskan.

1. No pict.
She was at Unalaska on May 23, 1893.
She is the first full-rigged ship that ever docked in Juneau---being towed in her by the tug "Wizard" on Apr. 11, 1898.

1. Stbd. broad at City float Juneau. With other boats.

Launched Feb. 1949 from Peter Peterson's Marine View Boat Building Co. for Norman DeRoux, Walt. Kleweno and Dan Stanworth 56' x 16' x 7.6' Powered with a 165 h.p. **GMC Diesel.**
1. Pict. being raised at Ketch.--- Book 39, pp. 17.
2. Two V.G. pict. 8 x 10; being raised by gear scow--- Book 48; pp. 38-39
OCEAN SKIPPER

Modern frt. '54

OCEAN SHIPPER

American S.S.

1. Pict.

Album 43.
1. Pict. being docked. (See "Ocean Skipper") Album 43.
OCEAN SPRAY

Am. sealing sch.
1876

Seized in 1876 at S.F. for illegal sealing in Bering Sea
Ocean Wave

Album 15. Old side-wheeler.

1. Stbd. broad, slow, near sailing ship; waterfront.

2. PICT. BOOK 44; pp 41.
Built in Portland, Ore. 1891.
1. Fantail, travelling; Scow Bay. (PCA-10)
1. Group pict. of tugs; "Chicamauga" "Yellow Jacket" "Mary C" "Octane" and "Ruth" at log storage.

2. Group pict. of tugs; "Equator" "Warrior" "Sound" and "Chicamauga" at log storage.
1. Stbd., slow under way, broad. Puget Sd. VG
2. Stbd, nearly broad aft. Taken in Icy Straits 1929 crossing bow of Virginia IV. P.C. Album 1
3. Stern view; just crossed bow of Virginia IV. in Icy Straits. P. C. Album 1
4. At Ketchikan. War paing. (Album 28)

Early days of A.S.S.Co.
Sold through the Maritime Comm. to the Oliver J. Olson Co.

Will be overhauled and renamed.
320' long and built at Oakland, Calif. in 1920
3474 Gross; 2071 Net; 320.7' x 46 x 24.4
1800 h.p. 45 crew.

See reverse side of card on "Derblay" for additional info.

Emp. 3/12/1923/6 "Medon" has been renamed "Oduna"
6/23/1939/6 "Oduna" in Juneau after striking and doing
$10,000. damage to New England Fish Co. dock at Ketchikan
in a freak landing. While coming in a log got in her
prop. and she couldn't reverse.

4/14/1948/2 Sold by U.S. Maritime Comm. to Oliver J. Olson
Co. for use in Coastal trade.

M. D. May 1, 1948

Official No. 220880

Sold through the jjar-a

overhauled and renamed.

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prop. and she couldn't reverse.

4/14/1948/2 Sold by U.S. Maritime Comm. to Oliver J. Olson
Co. for use in Coastal trade.
1. No pics.
Second vessel of the name; See "William Ogilvie"

For more info. see reverse side of Card on tug. "Pioneer"
OGDENSBURG

Admiral Line
Gt. Lakes str.

See file card on Pacific S.S. Co. and also on "Adm. Sebree"
OGILVIE
Stikine River str.
Wrangell 1898

1. No picts.
There was two vessels of the name—one succeeding the other. The info. below pertains to the first of the name.

7/20/’98 she was in Fort Wrangell in command of Capt. Sanborn. Used on the Stikine River run from Wrangell.

(WILLIAM OGILVIE)

FORT WRANGELL NEWS 6/8/’98 says 'River str. "Ogilvie" arrived today from Glenora.
See back of card on Tug. "Pilot"
Sketch; stbd. qtr. speed. (620 neg.)

Made her first trip from Portland to Eugene Dec. 12, of that year. Described as 'having a broad hull and almost flat bottom. Deck-house was 'squarish, plain and downright ugly, lookinglike a shed."

Scott lacked money to buy iron castings so he framed the web of the wheel from wood and small iron spindles. He had no pitman (connecting rods) so long lengths of gas pipe were used.

Travelling on her was an adventure. Sometimes in manouevering the pitmans would bend under the strain and she would dash the dock or wharf-boat. Spectators usually would give her plenty of room when they saw her coming in.

In 1881 she had outlived her useful life and was replaced by the steamer "City of Salem" and was dismantled.

More info. pp. 5; FWB. July 1955
Port qtr. leaving dock. Crowd all over her. G. Stbd. at Schwabacker Bros. Dock.

Of Old Gold Rush Pass, Frt.

Aldy record 7/16/1909 says she was waiting at Dutch Ave. Daily Record, 7/16/1909 says she was waiting for the "botilla." D.A.D. 7/16/1909 says she was waiting for the "botilla." D.A.D. 6/24/1907 says crew of "Ohio" mutinied at Home. More Info. Book pg. Page 10.

White Star, S.G. Her pass. Were taken South on the old add to her trouble 6/17/1907--she was operated by the.

Heckish Narrows, B.C. Others, lost their lives. She hit on steep Pt. (Turn Id.) Pursuer Fred Stevens and wireless operator as well as four
Page 107 Canadian Coast Pilot Vol. II says Ohio was wrecked on a reef on the west side of the south entrance to Hiekish Narrows, B.C.

Built 1873 at Philadelphia, Pa/ 3488 gross; 2072 net; 343' x 43' x 24.9' Came to the Sound under ownership of the White Star S.S. Co. and placed on the Nome run. Some time later she passed to the A.S.S. Co. and was lost in Hiekish Narrows in 1909.

According to "Empire" Apr. 18, 1910 she wrecked during that winter....??

Had 100 in crew; 2600 h.p. She wrecked Aug. 26, 1909 There was 219 persons on board and 4 were lost. Hit at 06:00 Capt Johnson and Pilot Snow were on bridge. Doing 15 knots. Nearly made the two miles to Carter Bay Bay before she sank.

Nome to Seattle with over 100 passengers.

Nome to Nome. Life boats were lowered. Four life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. Six life boats were launched and started cutting the ice. 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D.A. Disp. 7/19/1907 says she was chartered by the Alaska Coast Co. and would go on the Seattle-Valdez-Seward run.


Hit at 01:15---watches stopped 02:15 9/8/1909 She was abandoned to the underwriters.

D.R.M. 6/23/1904 Str. "Ohio" badly damaged by fire at Seattle last night... Sailings delayed.
NOME NEWS 9/9/1902-- Built 1876 is at Nome: She is the vessel that took Gen. Grant on his famous 'round-the-world trip' in 1877 with Capt. Sargent in command.
1. Stbd. qtr. a/s rocky bluff; level, slight port list large comber breaking over port qtr.
2. Stbd. qtr. nearly up-right, seas calmed down; small tug a/s stbd. amidships. Album 16.
3. Stbd. broad, breaking up; stern separated from midship section and superstructure. Album 16.
4. Reduced to wreckage; one chunk showing. Album 18.
5. Stbd. broad, showing small ship a/s as well as surrounding rocks and bluff. Album 19.
6. Port bow, at Seattle Pier. (Porthole)
7. Port bow, leaving from between piers. (Mag. cut)
A unit of American-Hawaiian's pre-war fleet of 39 vessels. Was the first vessel to resume intercoastal operations after World War I.

Wrecked at Seal Rocks near San Francisco in 1936.

Info. on beaching----collision. Book 40; pp. 66

The second vessel of this name and the picture on page 38 Book 29 is the only one of this vessel. The others are all of the former "Chicacan".

The latter vessel was sunk by enemy action in the Gulf of Mexico early in 1943 6078 tons.
1. No pict. 
Built 1898 at Seattle, Wn. by Moran Bros. Was one of a fleet of 12 that were to be escorted to St Michael by the steam tugs "Resolute" and "Richard Holyoke" in June, 1898. This one was in Juneau, along with the "Seattle" and St Michael" on June, 15, 1898. 718 gross; 409 net; 176.1' x 35.4' x 5.9'.

Her hull was still at Holy Cross in 1944.
1. On Boat Hbr. grid 4/1/1956 (Ken Sheldon) (PGA--7)
1. No picts.
Built 1895 at Port Blakely, Wash.  721 gross; 606 net; 186.4' x 39' x 13.9'
1. No picts.
Bombed by Japs at Pearl Harbor.
For some info. see Card on "Hercules"
Book 35 Page 62
OKEGA

New (1954) M.S. Nor.

1. Info. only Book 42; pp. 19.
M.D. 4/9/1955  M.S. "Okega Bakke" (pict was on porthole cover of this issue but there was something more important on reverse side)

475' long
17 knots speed.

Built in Gotaverken Shipyards, in Gothenburg, Sweden and launched in 1941 but not commissioned until 1945 because of the War. Her name is composed of the initial letters of OLA. Knutsen' 5 children. At first the 'Bakke' was omitted, but is now used.
1. VG porthole pict. (PHP--4)
M.D. 7/28/56---Operated by Pacific Far East Line and is 9214 gross tons. Measures 563' long over-all.
OLD MAID NO. 2

1. No picts. (Picts. as "Maid of Oregon")
See info. Book 36; Page 39
As the tug "Joan G" See pp. 8 Book 44.
OLGA

Old brig
Sitka--1868

Departed Sitka 2/10/68 for S.F.; Capt. John Sandmann, commanding;

Old manifest shows she discharged cargo at Sitka from S.F.
12/14/1867 123.29 tons burthen.

Changed Registry from S.F. to Sitka 2/3/68; 123.20 tons
Left Sitka 5/15/1869 Capt. May; for Kodiak and Aleutians
OLGA

Sealing schooner

Alaskan

1. No pict.
Was at Unalska May 23, 1893.
She was probably a steam-whaler. The account of her in Skagway paper 7/12/1907 tells of 3 crewmen being held as witnesses against Capt. Klingenberg, accused of murdering his Engineer (Mr. Paul) at Nome in Oct. 1905.

D.A. Disp. 7/23/1907 says "Umatilla" arr. Seattle today from Nome with Capt. Chas. Klinkenberg, who was captured at Circle City.
OLIVE MAY

Stern-wheeler on the Yukon around 1900.

1. No pict.
She was wrecked in Oct. 1899 near Tagish on Lake Bennett. Built 1898. Name changed to "Dora" in 1899. 54 tons. Had a load of sheep on board when she was wrecked--above. Sold to R.W. Calderhead in 1901 after she had been raised, by the Bennett Lake and Klondyke Nav. Co.

(It is believed that she may later have become the "Alice May" owned by Robert W. Service.)
1881 tons, was a duplicate of the Columbia, completed in 1913 by Harlan and Hollingsworth for Olson & Mahony, S.F. They had originally intended to name her the "California", and she was owned until 1915 by the Calif. Co., who sold her to the Standard Oil Co. of New Jersey. She renamed the "El Capitán" under the Standard Oil ownership. In 1924 she was bought by J.M. Botts of New York and two years later became the "Lakina" of the Alaska S.S. Co., Seattle, who still owned her in 1940.
1. Pict. of her only as the "Lakina"
2. Pics and info. on her wrecking. Album 39, pp. 2, 3.
   More info. Album 39, pp. 11.
4. History in BOOK 35; pp 27
See history on reverse side of car on "Lakina".

See pp. 68 and 70 in Book 40; for info. on stranding and abandonment of "Oliver Olson" in 1952. Could be 2nd vessel of this name.

8/29/1938/6 She and the "Florence Olson" made trips to Alaska (Valdez) in 1938.
1. No pictts.
2. V.G. 8 x 10. pict. Neg. no. S-97
1,497 tons, was built at Wilmington in 1907 by Harlan & Hollingsworth for Olson & Mahony of San Francisco. She carried 1600-M feet of lumber and was powered by her builders with a 1200-hp triple expansion engine. In 1915 she was sold to the owners of the Boleo copper mine of Santa Rosalia, Mexico, who renamed her the "Providencia". She traded for many years between the mine and S.F., going under French registry in 1920 and still being afloat in 1925.
Port broad at anchor as the "Princess Louise" from Lewis & Dryden.
D.A. Disp. 4/5/1911 says A.S.S. Co. bought the wreck of the str. "Olympia" on Bligh Id. and will strip her of her fittings and cargo of coal. She was in charge of Capt. J.T. Daniels when lost and her pass. and mail was taken Ellamar by the Government str. "Lieut. Donaldson" and the tender "June".

D.A. Disp. 1/14/1914 pp 3; Capt. Walt McCray and divers will try to salvage from "Olympia" and will also go to Sitka and try to salvage from a Russian str. wrecked there over 40 yrs. ago.

Emp. 2/23/1922/6 Wreck of "Olympia" disappears from Bligh Id. V.G. info. Her old Capt., Jimmy Daniels was later lost in a gale on the Atlantic while bringing a steamer around from the East Coast for the R.S.S. Co. from N.Y.

NEWSLETTER 91 May, 1957 Originally built for Castle Line. Had an iron hull and a two-cyl. compound engine. Served U.K. to South Africa as pass. & frt. carrier until consolidation with Union Line (forming the present Union-Castle Line) when declared surplus. In early 1890's
(1889) she became a unit of Northern Pacific Railway Co. under name of "Olympia." Operated between Tacoma and the Orient until this service was completely outclassed by the entrance of the G.N.R.R steamships "Dakota" & "Minnesota" in 1904. Later in 1904 she was purchased by John Rosene for his Northwestern S.S. Co. for S.W. Alaska service. In 1905 she could carry "25 first class and 300 steerage" and was usually classed as a freighter. Also made occasional trips to Nome and the Hawaiian Isds. Joined A.S.S. Co. in the consolidation of 1908. Hit Dec. 11, 1910 at 12:20 A.M. in 50 mile gale and snow, when Capt. Jim Daniels attempted to anchor behind Pt. Gravina to await daylight. 52 pass and 54 crew. Other masters who served in her were Capt. John Truebridge, Capt. Soule, Capt. Frank Clinger and Jim Daniels.

Port, broad, sometime later (1920) mast gone etc.

Her builders in Glasgow were Barclay, Curley & Co. She was purchased by N.W. Comin, Co., and placed on the Nome run in 1904. Nome News 1111 3/28/1904

On at 04:00 Sun. Rescue ships on scene at 15:00

as fires went out shortly after she hit. Some suffering.

boats "John" and "Donaldson" and taken to Raldez. Cold

1910 says Capt. John O'Brien 1111 also 55 pass. Taken off by

(EMPIRE) Mon. Dec. 18

Early days of A.S.S. Co.

Stranded on Bligh Island Reer in Prince William Sd. Dec. 12, 1910. Hit at midnight in a snowstorm and gale of wind. Capt. James Daniels (deceased) attempted to anchor in the lea of Pt. Gravina when she went ashore. Wireless operator got in touch with Valdez before her engine room was flooded and rescue ships went out—arriving there the following afternoon. The 75 passengers were removed and the following day all crew were taken off. No lives were lost.

She remained on an even keel for a long time and served as an aid to navigation for ships plying the Sound.

M.D. Aug. 28, 1950

and placed on the Prince Wm. Sd. run, out of Seattle.

was renamed "Olympia" sold to Northwestern S.S. Co. 1906

and came under the U.S. Flag. She was renamed "Hartley" Co. and placed on the

and passed to the Oregon 1889. In 1891 she passed to the

was the "Donner Castle" brought to the

Built 1887 at Glasgow, Scotland: 2837 Gross: 1720 Net
OLYMPIA

Old U.S. battleship.

1. To be scrapped. --- Album 48; pp. 24.
VG Mag. pict. pp 186 in THECOAST Mar. 1909
PICT. saved from scrapping. BOOK 44; pp 50
At old Seattle wharf with "Emma Harriman"
OLYMPIA MARU  Jap M.S. (Alaska trade)

Have dosier on her in Lg. G.S. File JAPANESE VESSELS
More under FOREIGN VESSELS (In Alaska)
Try JAPANESE VESSELS too for possibly more info.
Also look in PULP MILLS

1. Pict. at Wrangell mill dock. (PCA-10)
OLYMPIAN

1. Stbd. broad, slow, Puget Sound.  

EX "Flosie"  
"Peterson"  
Later "Adeline Foss"  

Old steam tug.
Built 1898 at Tacoma Wn. as the steamer "Flosie" and used on the Tacoma-North Bay run. Sold to Quarter-master Corps. and was stationed at Port Chilkoot, Haines Alaska Mission as the "Peterson". In 1926 she went back to the Sound and was again named "Flosie". Had seen some service towing logs around Wrangell, Alaska at this time. Went to San Pedro in 1927 and returned to the Sound in 1932. Sold to Delta Smyth Co. and renamed "Olympian". In 1941 she passed to the Foss Co. and became the "Adeline Foss".
OLYMPIAN

Large side-wheeler.

1. Stbd. broad, at old Oregon Improvement Co. pier. VG
2. Port, broad, upright in cradle on beach. Album 19.
Built 1883 at Wilmington, Del. Sold to P.C.S.S.Co. in 1887 for the Alaska runs. In 1890 she was in the 'boneyard' at Portland. In 1903 she was lost in the Straits of Magellan while being towed to the East Coast.

1419 gross; 1083 net; 261.5' x 40' (73' over guards) x12.5'

SKAGWAY DAILY ALASKAN 10/23/1906 'Another attempt to float the stranded str. in the Straits of Magellan, will be made by Capt. John Roberts, well known P. Sd. man. She was on the Seattle-Victoria run in the early days then taken to the Columbia River in 1886. In 1887 she returned to the Sound and was placed on the Alaska run for a while. About 1890 she was back on the Seattle-Victoria run and in 1891 she went back to the Columbia River where she remained until purchased by C.L.Dimon of New York.

(NEw book no. 27: Pp 123)
OLYMPIAN

Old stern wheeler.
Ex "Telegraph"

1. Port, broad, slow in P. Sd. Name on pennant.  VG
Built 1903 at Everett, Wn. as the "Telegraph" a stern-wheeler pass. vessel. Sent to the Columbia River in 1905 and came back to the Sound in 1909. Rammed and sunk in 1912 at the Coleman Dock by the S.S. "Alameda". Raised and in 1915 was again sent to the Columbia. Her hull was rebuilt in 1924. She was dismantled in 1941.
OLYMPIC

Old steam tug.

1. Stbd. broad, still in stream; crew on rag-line. VG
OLYMPIC
Pacific Coast Wooden Steam Schooners

688 tons; built at Hoquiam, Wn. in 1901 by Hitchings & Joyce for the E.K. Wood Lmbr. Co. of S.F.
Carried 800-M ft. and had a 750 h.p. triple expansion engine
Acquired in 1917 by the Parr-McCormick S.S.Lines of S.F.
She foundered without loss of life on Oct. 24, 1917 85 miles off Puerto Mexico, on the east coast of Mexico.
OLYMPIC

Steel steam schooner ex "War Shell"

Book 29

1. Port broad. (Magazine cut)
OLYMPIC

P. Sd. ferry. 1954
Ex. "Gov. Harry W. Nice"

For more see card on "Gov. Harry W. Nice"

2/ V.G. broadside pict. as "Olympic" P.W.B. Apr. '54.
page 23.
OLYMPIC

P.Sd. Pass and Car Fer.

1. Port bow, slow, in stream. Open nose.

2. Stbd. bow at Seattle Pier, sharp bow. (Porthole)

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

MORE INFO. BOOK 36: PAGE 67

ELTRUE M.D. 2/18/50

"Government" "Thompson" "Zelinsky" "Lodge" and "Governor" "Willet" had no arrangement whatsoever, and ran in sub-ice-twisted waters, and she was operated between San Juan and the West Indies.

Capt. G. Townsend was skipper on her during War II.
Originally built as the passenger steamer "Squix" at the old Moran Bros. Shipbuilding Co. in Seattle in 1910. In 1924 she was converted into the only ocean-going ferry in North America, at the Todd Shipyards. Had a capacity of 50 cars and 1000 passengers and traveled at 16 knots. She was used on the Straits run, making two trips daily on the Port Angeles--Victoria, B.C. run, under the P. Sd. Nav. Co. Later she ran on various inland runs as the Edmonds-Port Townsend run and the Seattle Bremerton run. In her latter days she was laid up at Eagle Hbr. until eventually being taken over by the Army in War II.

Army took her, after conversion to a river transport, to Dutch Guiana, for use on the Surinam River. She was renamed the "Col. Frankln S. Leisenring". What became of her after the War is not known. Some say she was sold under the Dutch flag and is still being used on their South American rivers; others say she was scrapped. Army records at S.P.O.E. fail to disclose her fate.

M.D. 11/19/49
OLYMPIC PIONEER

Lg. Modern carrier

1. Port near broad, slow/ (Porthole Pict.)
Owmed by the Olympic S.S. Co. who purchased the vessel from the U.S. Maritime Comm. May, 5, 1947. She has been operating in all ports of the world and June 18, '49 M.D. says she made her home port (Seattle) for the first time since being purchased,---this week. (Olympic has docking facilities at piers 28 and 48)

Built at the Kaiser Richmond yard in 1944.

7216 tons gross. 422' long and 57' beam.
1. Info. only

Album 43.
1. no pict.s.
6/24/1939 8' 67' tender hit reef outside of Hawk Inlet at 03:00 today while bringing Supt Andy Gunderson, wife Amelia and several guests to Juneau. Ran on full speed at high tide and was high and dry later. Refloated by cannery tender "Seakist" and proceeds to Juneau not too badly injured.

8/19/1939 "O.M.Arnold" sinks near Cape Lynch. Reported to have hit a rock last night off the Cape but had freed herself...

8/21/1939 More on "Arnold" sinking---off Timbered Island
844 tons; built 1913 by the Matthews S.B. Co. at Hoquiam, Wn. for the Chas H. Higgins, S.F.
Had 625 h.p. triple-exp. steam made by the United Engineering Wks. and carried a million ft. of lumber.
She was burned at Lambert's Point, Va. Oct. 27, 1918.
1. Stbd. near broad aft. being towed by old tug. (Mag.cut)
Stbd. nearly broad at Seattle Pier.
<table>
<thead>
<tr>
<th>1. No pict.</th>
<th>BOOK 44; pp 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. To be sold</td>
<td></td>
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</tbody>
</table>
Built 1898 at Cleveland, Ohio as a sister ship to the "Algonquin" 736 tons. and carried 7 officers and 40 men.
1. Stbd. broad, speed. (Mag. cut)
Owned by McCormick Mehan. 82' long.

Skippered by Mike Shain of Shain Mfg. Co. in Aug. on cruise to B.C. Bob Close was engineer.

She was ashore at Marmion Island in July, for a few hours (1950). Anchored too close and went dry. C.G. 83524 stood by. She was undamaged.
ONEONTA

Old Wet-ass
Lewis & Dryden

1. Port broad, speed; near wooded shore.
ONEONTA

Large steam tug.
Of Astoria, Ore.

1. Stbd. broad, slow, at sea; towline out.
2. Taking sea on Col. River bar.
Emp. 1/2/1923/6 St. tug "Oneonta" went out from Astoria today in answer to a call for help from the tug "Forest King" which was towing the barkentine "Forest Dream" in a bad gale. So far neither she nor the C.G. "Algonquin" has been able to find either unit....

Emp. 1/17/1923/6 Tug "Oneonta" towing the sch "Vigilant" at mouth of Col. river yesterday, is unreported today in a gale...
ONO
Lg. Hawaiian tug.

1. Stbd. qtr. in stream. (Mag. cut)
2. Port bow towing barge Hawaiian Isles. (Mag. cut)
3. Port broad from above inside breakwater. (Mag. cut)
4. Air view showing her at wreck of "Andrea F. Luckenbach"
5. Good view closer, at wreck of Luckenbach liner.

(In P.M. Boat Mag. Oct. 1951 which I have retained)

7. Fantail pict. and some info. pp. 14, PWB; May, 1956
143' ATA type tug built at Orange, Texas during War II for the Navy. Built in 1945 by Levingston Sh.Bldg
owned for 2 years by the Hawaiian Pineapple Co.
she has a crew of 20 with a Hawaiian Master—Capt. Robt. Nakea.

She has two 925 G.M. diesel generators which generate 500-v. for the two 750 h.p. electric motors
In 1951 she was owned by the Isleway's Ltd. of Honolulu, T.H. (Subsidiary of Dole Hawaiian Pineapple Co.
143' 3" overall. 134' 6" b. p. 33' beam. 17' 2" depth
15' moulded draft and gross tonnage of 516 tons.
111 gals fuel per hour at 15 knots. Carry 59,000 gals
and cruise range is 530 hrs. full power or 700 hrs at
three-qtr. power. Has double drum winch 1800' inch and
3/4 on one and 1800' of 2" cable on other.

She towed 3 Navy destroyers (surplus) from Honolulu
to S.F. Calif. in 21 days despite bad weather.
ONYX

Old Shakan schooner

1. No pict.
JUNEAU CITY MINING RECORD July 2, 1891 says she was at 'Chican' (Shakan) loading lumber cargo to be taken to Juneau.
1. No pics.
Built 1898 on Lake Bennett by the Bennett Lake and Klon-dyke Nav. Co. 69 tons; Dismantled in the spring of 1903 and made into a barge.

4/18/1901 will be run this year by Capt "Henry Baily, formerly on the "Sybil"
ORAELWELL

Col. River tug.

OREGON

Historical Sail and steam.
Print from Lewis & Dryden

1. Stbd. broad, sketch. (620 neg.)
OREGON

No. 19485


1. Std. broad, ice at Nome June, 11, 1904.


3. Port broad, speed, at sea. (From Lewis & Dryden) 620 neg. and 5x7 print.

VG History BOOK 35; pp 10

More Info. And History Book 35; Page 10

Early days of A.S.S. Co.

WRECKED ON CAPE HINCHIN BROOK SOMETIME PRIOR TO 1910/?
(Empire Apr. 18, 1910)

Built 1878 at Chester, Pa. 2335 gross; 1642 net;
283' x 37.4' x 23.4' 71 crew 1700 h.p.

Wrecked on Cape Hinchinbrook Sept. 13, 1906 None
were lost out of 121 persons on board.

On July 9, 1902 she left Seattle. Began leaking off
Vancouver, B.C. but proceeded on to ST Michael then Nome.
She developed engine troubles which were soon fixed but
was still leaking so Capt. Seeley was going to beach her
at St. Michael. However, the weather was good so he de-
cided to continue on towards Seattle. In Bristol Bay she
had rudder trouble and made Dutch Hbr. where she was beach-
ed. Water kept gaining in holds and for a while it was
believed she would become a total loss. She however,
managed to get fixed up enough to run on to Seattle where
she was repaired.

At Nome 8/10/1901 Capt. Geo. Seeley.

Two days later undamaged.

About Feb. 1904 she blew ashore on Lawson Creek Plats.
Owned by the N.W.S.S.Co. she ran aground on Cape Hinchinbrooke at midnight Sept 13th, 1906. Was more than 30 years old. Originally built for the Portland-S.F. run. In 1896 she sold to Sol Simpson and was placed on the Skagway and Nome runs. Later she passed to the N.W.S.S.Co. and was used mostly on the Seattle-Seward-Valdez run.

9/29/1901 DAILY ALASKAN (Skagway) says she is 'safe at Seattle. Had lost her rudder about 205 miles S.E. of Unimak Pass with 500 pass. on board. Capt. Seeley. The ocean str. "Empress of China" happened by and gave her supplies. Storm lasted a week and they were finally able to rig a jury rudder and proceed to Port Townsend.
DYEA TRAIL 2/25/98 says she had been ashore on this trip north, near Treadwell for 24 hours in a severe Taku wind. She took a bad list but floated off apparently undamaged.
OREGON

Old steam tug.

1. Port, broad, speed, Puget Sound scene.
May later have been renamed the Port Hāmēmē?
OREGON

Cannery tender-tug
Columbia River Pkrs.

1. VG pict.  (Envelope in Lg. G.S. File SHIPBUILDING Nilson & Kelez Yards)
989 tons, built 1916 by Peterson, Aberdeen for Wilson Bros. S.F.
Had 550 h.p. triple ex. steam.
She was laid up at Frisco in Aug. 1929.
She is being dismantled in the Oakland estuary along with tow other survivors of the steam schooner fleet---the "Svea" and the "Idaho" M.D. 11/25/50
Burned for scrap in the Oakland estuary on 'rotten row' where she has lain for years---in Apr. 1951
1. Port nearly broad, backing away from dock.  G.
2. Port broad, underway, deck load.  G.
3. Port qtr. loaded, at sea.  (Magazine cut)
4. VG pict.  (Lg. G.S. File under SHIPBUILDING in envelope of Nilson & Kelez Yards.)

Heavy Time.

Emp: 2/22/1926 8 Capt. J.B. Hawkins of the Oregon pays a bottle of booze on board.
Emp: 2/17/1926 8 M.S. Oregon seized at Juneau—had 24.

Juneau today on first trip. Capt. Karabeart has (10,000)
Launched Feb. 17, 1917 at Seattle yard of Nilson & Kelez, which was leased in 1916 by the Alaska-Pacific Construction Co., a subsidiary of the Pacific-Alaska Nav. Co. (one of the forerunners of the Pacific S.S. Co.)

1849 gross; 1357 net; 215' x 41.9' x 20.5' 26 crewmen.

Carried 1500-M ft. lumber and was to have been fitted with two 650 h.p. Southwark-Harris diesels but due to a long delay she finally received a pair made by McIntosh & Seymour of the same power.

She was owned by her builders until 1923; then the Independant S.S. Co. of Juneau, Alaska acquired her. Her last arrival at Seattle from Juneau was in Sept. 1936; in 1939 she was sold (Nov.) to McGintie & McDonald who resold her in 1942 to the Armour Salvage & Towing Co. of Vancouver, B.C. for conversion into a barge.

D.A.Disp. 1/19/1917 pp. 7

New M.S. "Oregon" of the A.P. Nav. Co. will be launched at Seattle in two weeks. Was to be fitted with two Southwick-Harris diesel of 600 h.p. each. Classed as combined Frt. and Pass. To have 80 cabin and 40 steerage accommodations. Can carry 1,500,000' of lumber.
1. No pict.
2. Good pict. in Apr. '52 SHIPS & SAILING page 40
Some history—and is to be scrapped. Album 48; pp. 24

M.D. 3/17/1956. Now at Guam and tenders for scrapping her have been let, from Brooklyn Navy Yard. Bids range from $206,000, from Massey Supply Co. of Guam, and $151,777 from Ocean Bulk Carriers to $60,750, bid by Dulien Steel Products, Inc. of Seattle. Successful bidder will tow the old vessel to Japan for scrapping.

She was known for famous 'dash' around the Horn in 1898 to join U.S. fleet at battle of Santiago, de Cuba which cleared Spanish sea power into total oblivion. Left Seattle (Tacoma) 3/7/1898 and made the 14,706 mile trip in 65 days with one stop at Callao, where crew given shore leave. Left Tacoma under command of Capt. Alex H. McCormick who was replaced at S.F. by Capt. Charles Edgar Clark.

She was built at S.F. at cost of $6,000,000. and comm. 7/5/1896. She was at Tacoma Feb. 15, 1896 when work came of sinking of the battleship "Maine."

In recent years she has served as a fuel oil storage tank at the U.S. Naval Station at Guam, the largest of the Marianas. Was sent there W.W. 2. & stripped to her decks.
Empire 3/31/1919  She was to arrive with supplies at Port Walter, from Seattle.
1. Stbd. nearly broad aft. nose ashore, even keel. VG
1. Port bow, two Miki tugs assisting. (Porthole)
2. Paid salvage claims to "Java Mail" Book 39; pp. 4

Built at Pascagoula, Miss. in 1945 7886 gross tons/
Lost her rudder early in Mar. 1951 during a Pacific Crossing
and was escorted to a Japanese Port. A new rudder
weighing 12 tons was shipped to Japan for her, by frt.
Rudder was made by the P. Sd. Bridge & Dredge Co. and re-
pair work will be done at a Japanese yard.

(American Mail Line fleet consists of six C93's and
three C-2's. Pres and Gen Man. of Co. is A.R. Lintner)
M.D. Mar. 17, 1951
M.D. 2/22/1964-- To be launched Mar. 20, 1964 with appropriate ceremonies from the yards of the National Steel & Shipbuilding yards at San Diego, Calif. according to Capt J. S. Swanson, chief of the Am. Mail Line's planning division. Sponsor will be Mrs. Worth B. Fowler, wife of Pres. of AML.

$12,-million Mariner-class vessel is scheduled into service early in Oct. 1964 for the Seattle head-quartered company. Will have a normal service speed of 21 knots and deluxe accommodations for 12 passengers. She joins three sister ships launched in 1961-1962--- the WASHINGTON MAIL, JAPAN MAIL, and PHILIPPINE MAIL. all steam turbine vessels. A 5th vessel will follow her off the ways in a few months---the SS "CANADA MAIL". All are fast cargo liners in the company's trade route to the Far East with calls at key cities in Japan, Korea, Formosa, the Philippines, Okinawa and Hong Kong...
Empire: 7/12/1920/8 "Oregon Pine" soon to put to sea on her maiden voyage. 6-masted; 287' long and has 210' topmast. 8000 yds of canvas. A sister ship the "Oregon Fir" is also being built at Portland. Will carry lumber from Pac. N.W. to Australia. Are the largest of their kind on Pacific coast.
1. Stbd. broad slow, loaded with lumber. (Mag cut)
2. Stbd. bow, slow, loaded with lumber (Mag. cut)
1. VG pics. at Juneau 1956 (PCA-10)
1. No picts.
Built 1874 at Bath, Me. 1688 gross; 1550 net; 220.1' x 42.2' x 24.9'

Emp. 5/16/1925/6  Str. "Otsego" is towing the old bark "Oriental to Alaska. This will be her last trip North. Up to this season she has always sailed North.
1. Port broad, at sea. (620 neg.)
ORION

Album 14.

Old whaling ship.

1. Port, broad, at sea; near scene of "Valencia" wreck.
1. Info. only (Sold--333' long) Ex. German.
   Album 43. pp. 10.
ORION

Lg. new ('54) Pac. liner.

1. Picts. as the "Tyee"
ORIZABA

Old side-wheel steamship
From Lewis & Dryden

1. Port broad at sea. Sketch. (620 neg.)
ORIZABA
Later "Northwestern"

Early days of A.S.S. Co.
See Red Scrap Book No.36 Page 3.
ORIZABA

Some sort of old str. used in laying cable in Bering Sea in 1900

1. No pict.
Wrecked on Rocky Pt. reef, St Michael Island Sept. 17, 1900 while laying cable in that area. (Information from old ALASKA MINING RECORD.

Wrecked Sept. 16, 1900 at 18:30. Broke her back and may become a total loss. NOME NEWS or CHRONICLE. No loss of life.


Capt. C.E. Hinkle who used to be on "Geo W. Elder" was Master, and Purser Bush, ex. of the "Alki" was also on her.

D.A. Disp. 10/24/1900 "Orizaba" of P.C.S.S. Co. wrecked on Rocky Pt. reef on St Michael Id. Sept. 17th while laying cable, for the Government. Is a total loss and has been stripped and left to her fate.
1. Picts. as the "Taku"
See card on "Taku"
ORONSAY

Canadian-Australian Liner.

1. Some info. pp. 29; Book 41.
2. Some info. pp. 7; Album 48
3. Some info. PP. 17; Book 42.
ORPHEUS
Old Pacific sailing ship. 1875.

See info. on her on collision with "Pacific"
1. Info. only on unit of Orient Line. Book 42; pp. 25.
OSAGE


1. Stbd. broad, speed, Puget Sound.  VG
2. VG. Port broad, speed. (PCA--7)
See all data I got on her in my personal letters file
Lg. G.S. between OLIVER'S INLET and PALACE THEATRE

Owned and operated by C.M. Countryman, made her final
run on the Bellingham—San Juan Islands run Nov. 22, '50
She is through——6 other outfits bid on the contract and
said contract was still pending in Nov. 25, 1950 M.D.
1. Stbd. bow towing "Delta Queen" (Mag. cut)
2. Stbd. broad from air standing by "Delta Queen" ashore (Mag. cut)
1200 Enterprise powered Miki 127' long and skippered by Capt. Otto (Dutch) Barkhausen at time picture was taken.
OSAKIS
Pacific Coast Steel Steam Schooners. Lyman.

4834 tons; built at Arlington N.Y. by Downey Ship-building Corp. for the U.S. Shipping Board.

396.8' x 52.2' x 27.4' 3000 h.p. triple exp. eng.

Sold in 1926 to the Finkbine-Guild Trans. Co. of Wilmington, Del. and renamed the "Manhattan Island".

In 1931 passed to Swayne & Hoyt and renamed the "Point Brava".

Sold with four of her sisters to the Ocean Dominion Line late in 1939 and a year or so later renamed the "Alcoa Guide".

In Nov. 1940, she ran ashore in the St. Lawrence about 90 miles east of Quebec and her bottom plates were badly damaged; but she was back in service in a few months.
Small old steam tug.
Now "Rouse" Foss Co.
"Wallace Foss"

1. Port, bow, a/s "Mystic" at old Seattle Pier. VG
Built 1899 at Tacoma, Wn. 27 Gross; 18 Net: 55.6' x 14.5' x 5.6'. Formerly Gas screw "Oscar B"

After many years of faithful service under the ownership of the Bleaken Towboat Co. towing logs and shifting barges she was layed up in the Snohomish River near Lowell. She was in a sad state of disrepair having lain there about a year or two when in 1913 Capt. L. Rouse bought her and towed her to the Fryberg Marine Ways at Ballard where under the watchful eye of Capt. Jake Huckins she was completely overhauled and a new Swedish diesel of 100 h.p. made by the Advance Eng. Co. was installed. She was renamed "Rouse"

Other men who served in her as master were Walt and Bill Stark and Ray Hall. She later passed to the Foss Co. and has given some 34 years of service after coming to life again from her mud berth in the Snohomish River.
OSCAR & HATTIE

Old schooner

1. No pics.
1/19/’89 Fishing sch. "O & H" Capt. S.L. Calder, arr. Sitka, 16 days out from Port Townsend. She took on ice at Glacier Bay last Oct. and sold it on the Sound. 81 tons Register. She is to fish halibut around Sitka. Owned by Capt. Christian Johanson.
OSCEOLA
P.C. tug 1964

1 Pict. Lg. G.S.File under ALASKA BARGE & TRANSPORT, INC.
Powered with a 2400 h.p. Alco diesel.
OSLOFJORD
New Norwegian M.V.
1951 model
20 knot.

   (Book # 34 page 13)
1. Port broad, in Ketchikan Harbor.
2. Same as above but Mag. cut.

D.A. Disp. 10/19/1915 pp. 5; Inspectors Whitney (Geo. H.) and Peter A. Peltret surveyed her and found her unseaworthy. They will condemn her at Ketchikan. They have also recently condemned the "Gedney" and "McArthur" of the Coast Survey.

Emp. 4/14/1921 Fisheries str. "Osprey" sold at public auction today to Mayor J.G. Grant of Wrangell for $550.00.

Built at S.F. in 1895 72' x 17' x 6' Has one Scotch marine boiler and a compound engine of 85 h.p. 40 gross.
Built 1895 at S.F. Calif.  50 Gross; 31 Net:
72' x 17.3' x 6'

Built the patrol yacht "Wigwam" for the Alaska Pkrs.
Assn. After long service she became the Bureau of Fisheries "Osprey" for service in Alaskan waters. Then she
was sold and became the tug "Wigwam" later passing to the
Foss interests who renamed the vessel "Foss 19" She was
originally steam--later had a 100 h.p. oil engine and then
was powered by Foss with the present 240 h.p. Enterprise.

D.A.Disp. 6/26/1913 Str. "Osprey" to come to Juneau; Is
first vessel ever bought by the Bureau of Fisheries for
their work in Alaska. Ward T Bower is Fish Commissioner.
D.A.Disp. 7/16/1913 Bought from P.A.F. last fall has 100
h.p. engine and does 10 knots. She will be op-
erated by Capt. Edwin Hofstad of Wrangell and Engineer
Jacob Gjøen.
Very old gun-boat
Sitka --1867

Very little on her other than that she is mentioned—see back of card on "Cyane"

Ossipee Channel between Bushy and Schrubby Islands (Snow Pass) was probably named for her.

ALASKAN (Sitka) 5/30/'91 Continued from card on str. "John L. Stephens" The "O" had left with Gen. Rousseau and his staff and was stripped by gale off Cape Omaney on 21st nearly lost. Finally returned back to Sitka with big shots completely demoralized. They were quartered on the "John L. Stephens" for a while then finally induced to return South to S.F. on the "Ossipee" Return trip was uneventful.
1. Port, broad, speed, under bridge.
OTHO
Whaling schooner

1. No pict.
Reported as missing along with the "James A Hamilton" and "Annie" in 1889 after there was no trace of the three schooners found in the Arctic according to word brought down from Unalaska on the str. "Bertha". Over 60 men were lost in all.
1. Port bow, Seattle Hbr. stern of tug showing. (Mag. C)
2. Port broad, towed by El Sol" (Mag. cut)
2600 long tons capacity. 260' x 48' x 15'
1. Stbd. broad, still in stream under Libby's colors.
2. Stbd. qtr. ashore with port list.
3. PICT. BOOK 32; pp 42
Emp. 9/18/1924/6 The former German riader "Prinz Eitel Frederick", now the "Otsego", was purchased two years ago by Libby McNeill & Libby and is now at Taku Hbr. Capt. O.J. Neilsen in command.
OTTER

Historical sail-steamer
From Lewis & Dryden

1. Stbd. broad, painting. (620 neg.)
A vessel of this name was registered at Sitka 12/15/’68 from Victoria, B.C. as a British str. under Capt Herbert G. Lemis. 219.16 tons burthen.
In 1884 she and the "Alexander" took 1700 skins.
1. No picts.
Stern-wheel steamer operating on the Stikine prior to the Klondyke gold rush. She wrecked on the Stikine in 1897.
OTTER

Old unit of C.P.Nav.
Co. 1902

1. No picts.
As a unit of the Canadian Pacific Navigation Co. she was in Skagway Sept. 11, 1902 on her first trip with 300 tons of frt.

This may be the same Str. "Otter" that left Sitka 9/15/'68 for the Stikine and B.C. under Capt. Herbert G. Lewis. 289 tons burden.
OTTER

Old stern-wheeler.

1. Stbd. broad, speed, near wooded shore.

2. Stbd. broad, speed, (Mag. cut)
Some info. in Book 37; page 35
OTTER

Wooden Steam sch.

1. Port, nearly broad, slow in stream; passengers. G.
1. No picts.
See "Homeward Bound"
1. Stbd. broad, slow, Seattle waterfront.
   As. L.T. 54
   VG.

2. Stbd. broad, still in stream. (Mag. cut)
Bud Neagher and Jim Arnold took her north on her first trip. Also Mate Chet Peterson formerly with American towboat Co. Willard Howard, second Mate (indian) Frank Penny was first Assistant and Cook Pat Berry.
1. High and dry in Wrangell Narrows.

She was reftored O.K. today.

Oxacaco wreck and had to be beached nearby for repairs.

4/27/1926 Oxacaco damaged her keel at the scene of the

hull and rocks blasted. May portfolio on Aug. 2.

4/23/1926 Oxacaco still on rocks. Skde placed under

Has three holes in her bottom

4/20/1926 Oxacaco may be pulled off on 2st of tide.
Hit reef inside of Bn. #6 in Wrangell Narrows July 15, 1928. Was being used as a yacht by G. Allen Hancock. Later floated off and made Petersburg. Leaking badly, The "Akutan" stood by until the "Salvage King" arrived and made temporary repairs.

Emp. 7/9/1928/3 S.S. "Oaxaca", owned by G. Allan Hancock, of Los Angeles, arrived in Juneau July 7th with a tour party of 14 people on a months cruise. She is 1800 gross tons and just under 300' long. Built in Eng. during War I, as a mystery ship. Has since been rebuilt and used on the Los Angeles to Mexican ports f/t. & Pass. haul. Carries a crew of 38.

Emp. 7/13/1928 "Oaxaco" piles up off Keene Island Bn. in Wrangell Narrows and today was in a dangerous position. Hancock was on the bridge and piled her up himself. U.S.L.H.T. "Fern" removed all pass. Was southbound. Has good possibility of becoming a permanent landmark.

7/14/1928/2 Wrecking str. "Akutan" is on scene.
7/16/2 "Oaxaco" taking water. "Cygan" and salvage tug "Salvage King" both standing by.
OZMO
No. 201550
Ex Hugh Hogan.

MORE ON 3x5 file card.

Empire: 6/17/1919 pp. 2 Sch. "Ozmo" soon to enter the Alaska trade, has a very interesting past. Formerly the "Hugh Hogan". Was owned Shields & Knaflich, who bought her in 1915 from Tidewater Mill Co. of Portland Ore. They sold her to W.R. Grace & Co. who in turn sold her to Swedish interests. The Swedes put engines in her and converted her to a double decked carrier. They owned her in 1916 when she was detained at S.F. by the U.S. Govt. suspected of being a German sea raider. Since she was held at S.F. the Swedish owners sold her to Geo. W. McNear of S.F who sent her on a trip to New Zealand, then on another trip to Valparaiso, Chile. Sold to the Northern Commercial Co. by McNair & Co. and will be placed on the Seattle to Kuskokwim River ports trade. (Bethel) She lost her rudder about 2600 miles off Cape Flattery in 1916 but made port. Later she escaped capture by the Canadian Govt. as a raider. They had been advised she left Shanghai and had the cruiser "Rain-
bow" on the lookout for her at Cape Flattery. She eluded them and went on to S.F. for rudder repairs and was seized by the U.S. Gov't.

No. 201550 Built 1904 at Marshfield as the "Hugh Hogan"
746 gross; 562 net; 160' x 38.8' x 9.8' crew of 14
400 h.p. gas. engines.

Emp. 5/25/1921 M.S. "Ozmo" loads at Seattle for Kuskokwim.
Emp. 5/17/1922 St. sch. "Ozmo" is on the rocks of Cape Blanco, Ore. with 25 persons on board. Hit at 03:30 today. About half the crew took to the boats--rest still on board. Owned by the Northern Comm. Co. Steam tug "Fearless" out to the rescue. Fog. Had 400 tons frt. for the Kuskokwim.

Emp. 5/18/1922 "Ozmo" picked up by tug "Daisy" and is being towed to Astoria.
Emp. 5/20/1922 "Ozmo" sank off Coos Bay Bar last night.