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
Q 103
See "Bon Homme"

1. Stbd. broad, speed, Elliot Bay.  VG
Q 109
ex "Pasado Manana"

1. Stbd. broad, slow, in Elliot Bay. as Q-109
2. Stbd. bow at Excursion Inlet float as Q-109
Album 5. Cannery tender


1. Port, broad, at dock Seattle A/S boat.
2. Same picture in both albums.
1. Stbd. broad, looking down; a/s Seattle Pier. VG
1. Picts. (See Col. Gerrit V. Quackenbush.)
1. No pics.
Came to Juneau May 13, 1893 under command of Capt. Walbran and with Mr. Ogilvie in charge of the survey was to proceed up Taku Inlet where parties would survey the U.S. Canadian border. Survey steamers "Hassler" and "Patterson" were also in on the survey of the border which was to cover everything from Taku Inlet to the Fredrick Sound area.
1. Stbd. stern, at East Waterway Dock, Seattle '51
   (Mag. cut)
First German vessel to visit Seattle since 1939

Commanded by Capt. Karl Kopp, she is the ex-Norwegian M.S. "British Columbia Express of the Fruit Express Line. Was purchased in July 1950 by German interests. Capt. Kopp says "We cant do much of anything until the Allied Control Comm. lifts the 12-knot limit set on all new German carriers."

The name "Quadriga" means 'Four Men on a Wagon' in honor of the four new owners of the vessel.

She served as Gen. MacArthur's quarters for a few months during the last War. Also served as a transport between Australia and the Philippines, and managed to elude Jap subs on several occasions.

M.D. Mar. 17, 1951
QUEEN

Old steam tug.

1. Port, broad, slow, taken 1892.
1. Port bow at old lower city float with many others
   (In framed pict.)
Port, broad, speed in Wrangell Narrows. P.C.A. Album 1.

Port, broad, speed at sea. P.C. Album 1.

Port, broad, speed, Puget Sd. VG

Stbd. broad, still in stream near dock. VG

With many old sailing ships, early Seattle Hbr. VG

Port broad, speed: as the S.S. "Queen of the Pacific"
From Lewis & Dryden.

HISTORY BOOK 36; PAGE 31
MORE INFO BOOK 36; PAGE 40
Feb. 7, 1898 she ran on a mud bar in Wrangell Narrows and went dry and listed over 40°. Righted on the next flood and proceeded on to Seattle apparently undamaged. Accident attributed to rudder trouble. Went on 15:00 the 7th and off 01:00 the 8th. Capt. Dave Wallace.

Raced the "City of Puebla" from Capt Flattery to S.F in 1898. "C of P" was ahead until dirty weather set in then "Queen" gained back 20 miles and arrived in S.F. 2 hours ahead.

M.D. 4/29/50

In 1951 and still hate and heart.

C was first assistant engineer on her—he was 85 yrs. old

M. Hertland was first lost. Capt. Graves was in command. C. W. Herland

C sisters suffered considerably before being checked by crew. 16 lives

spread considerable damage on the lower deck and

five started in an unoccupied cabin on the lower deck and

board about 400 miles off Tillamook Lt. on the one coast.

COUNCIL CITY NEWS 2/27/10 says she had a bad fire on

this episode.

In Sept. 1900, while commanded by Capt. Wallace she

flared to report a case of smallpox at port Townsend and

proceeded in to Seattle to let many well to do passengers

and ran over under her own power in 1927.

Built 1927 at Philadelphia, PA. Sold to Japan.
ALASKAN (Sitka) 3/29/'90 says P.C.S.S.Co. "Queen of Pac." which will run to Alaska this summer, had later part of her name 'bumped' and will be known as the "Queen."

ALASKAN (Sitka) 6/7/'90 Arr. Sitka on her first trip June 6th, 1890 Capt. James Carroll.

ALASKAN (Sitka) 6/20/'91 Capt. Carrol, Chief Wm. H. Allison and 185 pass. arr. Sitka.

D.A.Disp. 1/26/1911 says she crept into S.F. badly damaged from a fire at sea, which was extinguished by heroic efforts of crew. The "City of Puebla" was to take her run until she could be repaired.

J.C.M.R. 7/28/1892 "Queen" was on rocks at Sitka on July 22nd. for several hours but floated off apparently undamaged.
Emp. 7/20/1921 Str. "Queen" disabled by eng. trouble and is being towed to port by the "Admiral Farragut" San Pedro to S.F. with 160 pass!

Emp. 11/14/1921/6 Tells of "City of Seattle" being sold to the East and the "Queen" to replace her on Alaska run. There is also some good history on both steamers

Emp. 9/16/1922 "Queen" Capt. C.A. Glasscock, hit rocks on White Cliff Island, B.C. near Prince Rupert at 06:40 today, in dense fog. Travelling dead slow. All pass. transferred to Std. Oil tanker "Ventura" "Adm Rodman" standing by. Enquist and Karbe were pilots. Among her pass. were Wm. Geddes and Muriel Femmer of Juneau. She was Southbound.

Emp. 9/17/1922 "Queen" refloated today; negligible damage. Pass. taken back on board and she is proceeding south.

Emp. 9/16/1922/6 "Queen"of the Pacific" built 1882 at Philly, Pa. Came to Pacific and was wrecked at the mouth of the Col. River. (Public had already shortened her name when speaking or writing of her. 3000 h.p. Used in 1890's to Alaska under Capt. James Carroll. Replaced 1903 by "Spokane" and she went on P. Coast runs.
When P.S.S. Co. sold the old "City of Seattle" to the East Coast, the "Queen" was placed back on the Alaska run and arrived in Juneau last Feb. 24, 1922 for the first time in nearly 20 yrs. Commanded by Capt. Glasscock.

She arrived in Juneau today, Capt. Enquist commanding. On her trip North she broke down with a cracked cylinder head near Bella Bella and her pass. and mail were taken off. She made temporary repairs which got her to Ketchikan where permanent repairs were made.

"Queen" delayed at Sitka with eng. troubles 
Scrapped in the Orient (Japan) Book 44 pp. 6.
Originally built as the "Queen of the Pacific" in 1882. In 1888 she stranded on Sand Island in the Col. River and was later refloated and repaired. At this time her name was changed to "Queen".

Was in Nome June 28, 1900 as the "Queen of the Pacific" but I believe the name was just newspaperman's 'carry-over'.

Complete story of fire of Feb. 29, 1904 in Nome News 5/10/04.

Capt. H.H. Lloyd commanding 9/21/1901.

SCRAPPED in Japan. See pp. 6; Album 44.
See card on ADMIRAL LINE in this file for more.
10/15/1935/4 Old S.S. "Queen" 400 miles off Hawaii, bound for Japan for scrapping, sent out an S.O.S. and no further word was heard.

Sold for scrap. BOOK 44; pp 6 and 20.
1. Supposedly in pict. at Skagway dock with several others. (Mag. cut)

2. Pict. of a steam-schooner of this name that may be the same vessel. Book 41; pp 40.
See card on another vessel of the same name——May be the same steamer.
QUEEN CITY
Canadian Coastal str.

1. No pics.
COUNCIL CITY NEWS 3/22/'04 says she was believed lost as she was 5 days overdue from Victoria, B.C. to the West Coast of Vancouver Island. (She showed up later at Quatzino with a broken main shaft. All on board O.K.)
1. Port broad, lighted, aground, people on beach. (Mag. cut)
2. Stbd. near broad; at anchor.

Pict. taken in the Clyde, Scotland
6/18/’46

3. Cutaway view V. G. (Mag. cut)
4. Port broad, from the air. (S&S; Oct. ’52; Page 5
5. VG Sectional cuts. etc. BOOK 34; pp 2-3-4
Some info. on her in 1947 DIARY Page. Feb. 5.

MORE INFO. BOOK 36; Pages 28--47--68
Story of grounding Book 30; Pages 74--75
Story of 'Docking' and of their actions during the War II
See envelope No. 7.
Has fire on board------Book 40; pp. 38
Docks without aid of tugs. (NOTE BOOK No. 1. pp 88)
Has fire. BOOK 33; pp 48
1. Stbd. broad, speed; from the air.
2. Fine group of 7 views of her being docked by tugs.
3. Port broad, from the air. N.Y. skyline.
4. Same as above --- diff. size --- very good. Mag. cut.
   No. 4. above is in Book # 34 page 13
5. VG. PICT. BOOK 32; pp 64
Some info. on her in 1947 DIARY Page. Feb. 5.

More info. Book 36; Page 28
Story of 'docking' and actions during War II
See envelope No. 7.
Holds speed records 1947 Book 37; page 22
QUEEN OF THE NORTH
Former PRINCESS NORAH

See card on "PRINCESS NORAH" also look in Lg. G.S. File under CANADIAN PACIFIC RAILWAY (S.S.Co.)
1. No picts.
This vessel was just a schooner not steam powered. More info. Book 35 Page 24
1. No picts.
Built at Dawson in 1900; 6'7 tons; Worked the main River in 1901. Then became the Dawson ferry. Condemned some years later and her hull was still at Dawson in 1944.

10/26/1906 'The little independent str. "Quick" is on the Yukon and coming up river to Fairbanks.
QUICKSTEP

Yukon River steamer

1. No picts.
Built in Seattle in 1898; 343 tons; Sold to Wallace Langley in 1918. In 1922 she was taken to the Kuskokwim and probably ended her days there.
1. No piets.
See page 66----Book No. 35
Port bow, with log tow in Canal, P. Sd. (Mag. cut)
Lost Aug. 27, 1940 on South end of Green Island in Sea Otter Sound. Built 1916

The picture depicts a ship on the reverse side of her see. Otter Sound. Capt. Ed. G. Patone was deckhand on her. She was later lost by a Captain. Al Ams on Green Island in the Juneau Lumber Mills bought her about 1925 and built on the Lake Wm. Ship Canal with 44 sections from Kenmore.

Later rebuilt or remodeled to a tug.

She was originally built for use as a fish carrier and for a white package ship from Cape Flattery.

She was owned and operated by the Pioneer Transport Go. of

Swings a 65' X 47' Godfrey wheel.

150 h.p. at 280 r.p.m. Bore 10.75" X 16" Stroke.

45 Gross: 29 net. 61.75 X 16.38 X 7.38

Built in 1925 by the Skanesite Yard at the Harbor, Wash.
1. Std. bow speed. as is. (magazine cut)
2. Port broad as "Kitsap II"
3. Port bow, speed, as "City of Bellingham"
QUILLAYUTE - Black Ball ferry '54.

1. Close-up of one end showing cars and people; 1927 (Mag cut)

2. Good broadside P.W.B. for Nov. 1952 page 30
Built at Eagle Hbr. Wn. in 1927
In 1951 she passed along with 15 other units of Black
Ball Line to State ownership and was to be placed on the
Howe Sd. run (Between Horseshoe Bay and Gibson's Landing.)

M.D. 1/6/51

She was formerly the S.F. Bay ferry "Lake Tahoe" Is a
sister ship; to the "Quinault" 1025 tons, 242' long and
auto deck capacity of 85 cars.
1. Qtr. view, still in stream. (Porthole)
2. [Handwritten text not legible]
Built 1927. Formerly the S.F. Bay ferry "Redwood Empire" 1025 gross; 242' long and has an auto deck capacity of 85 vehicles. Built at Eagle Harbor. (S.F. Bay.)
She is an 1300 h.p. diesel electric job!

M.D. Ja. 6, 1950
QUINAULT
Pacific Coast Wooden Steam Schooners Lyman

1138 tons; built by the Matthews Shipbuilding Co. at Portland, Ore. 1921 for the Hart-Wood Lmbr. Co. and had a triple expansion engine of 625 h.p. from Pacific Marine Iron Works.
1. Port, nearly broad aft. aground near shore in heavy surf; nose out to sea. Punta Gorda, Calif. 1917.
2. Stbd. broad, at Ketchikan.
D.A. Disp. 5/22/1914 She arr Juneau today on her initial trip from Portland, Ore.
QUINAULT
P.C. Wooden Steam Schooners

582 tons; Built at Aberdeen 1906 by John Lindstrom
Carried 650-M ft. lumber and fitted for passengers.
Her compound engine was built by Fulton Iron Wks.
Was owned by a single-ship company managed by the
Hart-Wood Lumber Co.
She was wrecked on Point Gorda, Calif. Oct. 9, 1917
Str. of the Diamond Joe Line hit a river bank near LaCrosse at midnight 7/14/1906 and toppled over then burned. She dumped nearly 200 pass. in the river but only one infant was drowned when it was swept from it's Mother's arms by the current. Her officers were condemned for the speed they maintained. They claimed the steering gear fouled.