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
Valdez
(Freighter)
A.S.S. Co.
ex-Bennington

1. Port, broad, in stream, Ketchikan Hbr.

Early days of A.S.S. Co.
Red Scrap Book No. 86 Page 3.
D.A. Disp. 11/16/1916 pp.3 Initial arrival of Frt. "Valdez at Juneau this evening.

Emp. 10/30/1922 S.S. "Valdez" caught in gale off Cape St. Elias. Calls for help. Capt. McCarthy injured. Partly disabled by heavy seas. Picked up later by the S.S. "Skagway" and towed to inside of Cape Spencer. Coming to Juneau under her own power.

Emp. 10/31/1922/6 Capt. H. Klein and the S.S. "Valdez" says his ship was not in danger and was not towed in by the "Skagway" Also, that the radio operator was scared. The first the Capt. knew of his 'predicament' was when he stopped at Thane and read last nights Empire!

Emp. 5/4/1923/6 "Valdez" sold by A.S.S. Co. to Rutland & Lake Michigan Co. She is now loading at Latouche and will be turned over to her new owners when she returns to Seattle from this trip.
Port, broad; still; in stream, crowd on deck.

Port, bow at dock, (old dock) another ship stored.

Scene of wreck with some wreckage floating around; taken in 1906 shortly after she wrecked.
Wrecked Jan. 22, 1906 on rocks in entrance to Pachena Bay, west coast of Vancouver Island with a loss of 117 lives. Hit on Bird Rocks between Cloo Ose and Cape Beale at 23:45 Henry T. Krull gen traffic Mgr. of Am Mail Line missed being on her when "City of Topeka" was delayed after he had been ordered to the Valencia as purser. He was purser on the "Topeka". Latter was one of the rescue ships. DISPATCH Jan. 11, 1910 article says she went down in 5 minutes with loss of 120 persons.

Built 1882 at Philadelphia, PA. Had 960 h.p. steam Blue Book for 1906 lists 126 lost out of 164 on board.


Built 1882 at Philadelphia, PA.
Many scenes of terror: Mother passed baby to father in life-boat and missed drooping baby into sea to be smashed between boat and sinking ship. The ship obviously did not sink immediately but was still visible at daylight next morning as rescue ships tried to shoot lines over her to shore but were not successful as no one could get to the steep cliffs to fasten the lines. Most of the dead were lost when life-boats were smashed against the ship being launched or when davits broke and spilled them into the sea.

One Henry T. Krull, now traffic manager of the the American Mail Line had narrow escape from being aboard the "Valencia." He was purser on the "City of Puebla" and was to transfer to the "Valencia" at S.F. The " " was disabled off the mouth of the Columbia River and was towed to S.F. by two steam schooners after the ill-fated vessel had already departed. His place as purser was taken by a John O'Farrell, who lost his life. Capt. Johnson and Chief Eng. E.W. Downing both lost their lives. The Frt. Clerk
11/15/1901 she arrived at Port Townsend from Nome and was fined a total of $9660 for bringing down 179 more pass. than she was licensed to carry, by Collector F. D'Heustis. D.A. Disp. 11/11/1903 "Valencia" of P.C.S.S. Co. arr Juneau.

New light on her week—— ——— (Book 44 — pp 35.)

steady boat.

undersea run—the "wolcott" was used by the company as 6/21/98 Sears Str. "W" of pac. steam wh. go.

ALASKAN (STRA) 5/21/98 Sears Str. "W" of pac. steam wh. go.

None of her deck officers survived.

More history in Book 36-Page 31.
VALENCIA

Lg. tuna clipper

<table>
<thead>
<tr>
<th>VALIANT</th>
<th>Tuna-clipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>Don Starkweather's</td>
<td></td>
</tr>
<tr>
<td>1. Info. only.</td>
<td>Book 41; pp 37</td>
</tr>
</tbody>
</table>
VALIANT LADY

New purse seiner
(Alaska limit)

VALIANT MAID

Seine type mailboat.

1. VG pict. at Cordova dock. (A.S. Nov. '56; pp 12)
1. Stbd. bow at boat hbr. float. small scow outside.
2. Stbd. bow at boat hbr. float without scow a/s
3. Abandoned and aground; boat hbr. (PCA-10)
4. See PICT. in AS Aug. 1964 pp 15
Back in commission and ready to make her annual Xmas carolling cruise on Elliot Bay after fire damaged her. Book 39; pp. 23.
1 Stbd. near broad, with towline out to mis-fit schooner barge. (Rotogravure picture. Seattle Times)
2 Stern view passing into Lake Union ahead of tow. (Mag.)
Built 1898 at Wilmington, Del.
Dimensions. 158' x 29' x 18'
Indicated H.P. 1000 Steam.

Owned by the Reading Co. of Pennsylvania in 1928
Foss had her chartered just before War II.
1. Port near broad, near dolphins. (Mag. cut)
Formerly a Navy Salvage vessel she has been recently overhauled and sold to the Hammond interests in India to be used out of Hong Kong by Hammond people. Capt. Desmond Gaggino and 8 men were flown from the Orient to man the vessel. Capt. Gaggino is the man who purchased the old lighthouse tender "Heather" a few years ago and is operating her in India in their coastal trades.

The "Valve" was purchased from the Sundfelter Equipment Co. of Seattle. Gen. S.S.Corp. handled the transaction.

M.Digest 5/7/’49
VANGUARD
Pacific Coast Wooden Steam Schooners
Lyman.

358 tons; built 1904 by John W. Dickie at Alameda for the E. J. Dodge Co. of S. F. and carried 370-M ft. lmbr. Had 450 h.p. triple expansion engine from Fulton Iron Wks. Sold in 1922 to H. A. Richardson, S. F. and in the '30's to Chas. H. Higgins, who owned her in 1941.
1. Port broad, at A.T.S. Pier Seattle, loaded.

2. Port broad, still in stream as ATS.
1. No picts.
See "Katie Hemrich"
Port broad, from the air. Wrecked near England. (Mag.c)
VASA

Old Swedish Man-o-War

See pics. and articles in TOWLINE (Xmas-1964) pp. 6.

Also look in Lg. G.S. File under HISTORICAL VESSELS.
1. Port bow, in Ship Canal. (Good Magazine cut)
7/5/1907 she had a fire in her oil tanks yesterday (July 4) off Alki Point while loaded with excursionists. A fireman named Benson crawled to the tanks and managed to extinguish the fire but later died of burns. Said to have been caused by one of the pass. who threw a large firecracker into the tank. He was arrested that mid-night on a manslaughter charge and while being taken to jail was followed by an angry mob, with lynching as the object. Extra police had to be called out.
1. No pics.
Later "Sightseer"

1. PICT as "Vashona" BOOK 32 pp 11
2. See card on "Sightseer"
1. No pics
In an unspectacular blaze, the former ferry of the P.Sd. Nav. Co. has been burned to recover her scrap on Arvid Fransen's beach north of Picknic Pt. The little ferry was found to have another ferry hull inside of the outer shell.

Instead of a complete lengthening and sponsoning job, the larger hull had been merely attached to the inner hull by steel fastenings. The inside hull was in far better condition than the outer hull and made much more of a blaze after the rotten timbers had disintegrated.

Once owned by the Wash. Nav. Co. of Tacoma, she was built as the ferry "Relief" and substituted on various Tacoma runs, until she became a unit of Black Ball fleet.

She was a 211 ton vessel built at Gig Harbor in 1930.

M.D. 4/19/'52
1. Good pictures and stories as the "Leviathan"
See card on "Leviathan"
1. D-Stbd. nearly broad, laying at Portland Pier.
2. Seven different views of the ship breaking and broken after being grounded by drunken Pilot (U.S.) five miles out of channel, near Ilwaco. Pilot claimed steering controls were not functioning.
Some VG. info. on her by R.H. Caulkins. (Book 44; pp. 49)

4/3/1941 Russian vessel "Voroski" (Vazlof Vorovsky) ran aground on Peacock Spit in a high wind last night--while outbound. Her 37 men crew were taken off by the C.G. and 19 more with Capt. Tookareff remained on board. Also Bar Pilot Geo. Conway was still on board. There has been no explanation for the grounding as yet.

4/4/1941/2 "Vorovsky" breaking up. All crew off.

4/9/1941 VG pict. of her on Peacock Spit from the air.
1. Last pict. before being scrapped;
   (M. Eng. 8/31/56; pp. 151)
VEGA

Old Navy trans.

1. Info. etc. 1936.

BOOK 44; pp 37
1. Stbd. bow in North Atlantic ice. (Mag. cut)
1. No pics.
Can. Fishing Co. Ltd. purchased her from Eric Hamber, former Lieut.-Gov. of B.C. Still has sound iron hull and is expected to become a fish-packer. Built in England, just before War I, as the 3-masted sailing ship (trainer) "Exmouth 2" had steam auxiliary. After the War I, she came to B.C. and was converted to a palatial yacht. In War II she was operated by the Canadian Navy. After the war she was laid up. M.D. 3/24/51
VENCEDOR

Gus Brown's yacht

1. Stbd. broad, speed, as C.G. Reserve. (Mag. cut)
1. Port broad, speed. (Book #33 page 25)
VENTURA

Old gaa-boat
Capt. Geo. Baggen

1. No pics.
Was completely destroyed by fire May 16, 1932 off Carlson Creek in Taku Inlet while returning to Juneau from Annex Creek Power plant. Capt. Geo. Baggen, son Louie, and another man escaped without injury in their skiff and rowed home. A cracked cylinder head was believed to have caused the explosion.

Empire.
VENTURA

New. Nor. M.S.

1. Pict. and info.

Album 43.
VENTURE

Old steam tug.
See "Hildur Foss"

1. Stbd. broad at old Bellingham T. & B. dock. G
2. Port, broad, slow, later than above; Magnolia Bluff VG
Built 1907 at Friday Hbr. In 1916 she was sold to the B.T.&B. Co. of Bellingham and sold again in 1924 to Wagner Tug Boat Co. —— they installed a 135 h.p. diesel in her. Passed to Foss Co. in 1940. 36 gross; 14 net; 70.5' x 15.3' x 5.4'
1. No pics.
July 2, 1902 she was in Skagway with cattle and powder on her second trip to the Territory. She was built by N.P. Shaw the ca"t leman and sold after her first trip to the Can. Pac. Nav. Co.

On Oct. 14, 1902 she piled up on Tugwell Island, B.C. near Old Metlakatla and was thought to be a total loss. She had 12,000 cases of salmon on board. Two days later however, she was refloated and towed into Metlakatla.

M.D. Nov. 30, 1946

thus which pushed her agast the dock. She became top-heavy and would have turned over but for a Honolulu dock. So much water was poured into her that she couldnt go on fire and was nearly demottised at the Union S.S. Co.,
VENTURE

Bud McCarthy's tug.
Seattle-Ketch. 1954.

1. Pict. towing two barges with houses on them---from Seattle to Ketchikan for re-sale. PWB. Jan. '55.

2. Pict and info. ---- Album 43


4. See Lg. G.S. File under PUGET SOUND TUGS (Modern)
VENTURI

Gar Wood's twin hulled yacht.

1. V.G. mag. cuts—broad and bow on.
2. Newspaper pict. and info. on her breaking up at sea.
4. Picts. and info. (Book 43; pp. 11)
Facts. from Sept. 1953 TRUE:
188' long twin-hulled. Cruises 30 knots. 40' span between the two hulls. Only 6" of her bow are under water at 20 knots---faster she goes, the higher she rides. Named "Ventura" by Wood because of tunnel between hulls which gives her speed... (Wood is now 72 yrs. old. (1953))

In 1944 he had talked the Army Air Force into building this 188' prototype which, he later learned to his disgust, had been used during the war mostly as a target ship for aerial gunnery practice. Also, when the war was over, he had a tough time getting it back. No one could find it. quote: "Goldarn bureaucrats don't know a ship from a steam shovel,---I finally found it myself in South America. Some idiot had listed it in surplus properties as a shelter for small boats. Nincompoops!" He bought it back from the unenthusiastic military and had it towed pu to Miami. He then bought the 122 acre Vanderbilt estate--Fisher Island in Biscayne Bay and got a permit from the city to dredge a 350' x 50' slip to accomodate his seagoing wind tunnel.
VENUS

Cannery tender--
Fish packer.

1. Bow view at Juneau Cold Storage. (PCA-10)
1. Stbd. near broad, Seattle Hbr.  (Magazine cut)
2. Pict. only in Album 48; pp. 10.
Built 1913 at Tacoma, Wn. Owned in 1928 by W.E. Muller of Ketchikan. 37 Gross: 25 Net. 52.4' x 15.7' x 7.4' Powered with a 50 h.p. Bolinder diesel.

Burned early Mar. 21, 1946 off Point McNamarra. Beached on Rookery Island. Owens of the logging camp in Red Bay came out and took crew and passengers to his camp. Burned to the waters edge with no loss of life. Capt. David Frank and Chief Gilbert McLeod were in her. She had been rebuilt from her original halibut schooner design to a double decker aft and placed on the West Coast mail run.

K.Chron. 4/18/1937/3 VG. Capt. Bill Muller plans to rig his schooner "Venus" for trolling and will prove that kings and coho can be caught on the other side of the Gulf on same gear as used in S.E. Alaska. Plans to leave soon for Seward.....
1. Std. broad, at float in Small Boat Hbr. Juneau.
2. Port broad afloat at boat hbr. grid.
3. Std. broad on new boat Hbr. grid. Sept. 1950
VERONA

Sm. P. S. pass. str.

1.
Built 1910 at Dockton, Wn. for ferry use on Qtr.master-Hbr. -Tacoma run. 142 gross; 96 net; 112.9' x22.88 x7.3'. Passed to Capt Chance Wiman on dissolution of her owners, the Vashon Nav. Co. in 1916,---and placed on the Seattle Everett run.

Became known as the 'I.W.W. Battleship' following a shooting affair Nov 1917 at Everett. She passed to the Kitsap Nav. Co. in 1920. She burned in the late 20's at Paulsbo and her hull was taken over and refitted by Paulsbo owners.
1. Stbd. bow from above; speed. (Owner inset) Mag. cut.
Built in Seattle in 1903 as the "Klatawa" (similar model to ATS MT tugs but was not one of them)
Stolen and then found damaged. (PWB Nov. '56 pp 6)
VESTRIS
Ocean Liner

1. Stbd. broad, slow. (Magazine cut)
2. Deck scene during disaster: people. (Mag. cut)
3. Stbd. broad, speed; at sea.
4. Picts. and story (P. 44; Sept. '51 SHIPS & SAILING)
5. See Picts. & story pp 58 ARGOSY Feb. 1960
Sent SOS Nov. 12, 1928 stating she was listing badly (about 32 degrees) and was in rough sea. Requested immediate aid. Was enroute from N.Y. City to South American ports.

An message from rescue vessels at 10:35 on the 13th said 203 persons of the 329 on board were accounted for. Rescue vessels at the scene after the vessel sank were "Wyoming" 6 survivors; "Berlin" 21; "American Merchant" 123; "Myrian" 53

Nov. 14th. Said Capt. Carey went down with his ship. Severely criticized as only 80 persons were in boats when she sank.

Nov. 15th. Had 129 passengers, 199 crew.

60 pass. 154 crew saved.

22 bodies recovered; 92 missing---Total lost 114 persons.
1. Some info. on her. Album 48; pp. 7.
VICKSBURG

Old U.S. Rev. cutter

1. Port broad, anchored, longboats alongside.

2. G
1. Std. broad, speed. (Magazine cut)
2. Same as the "Sea Duke"
Story in Book 36 Page 61
1. Two; Stbd. and port bow at Union Oil Dock Juneau '48
2. Burning at San Pedro. Book #34 page 23
3. Fire boats pumping water on her. Dec. '52 PWB. p.33
4. Info. on fire, etc. Book 40; pp 45-55
10/4/1940 Big Union Oil tanker "Victor H. Kelly" docks at Union. "Jazz" and "Trojan" push and pull to dock her. 463' and 13,000 tons. She was launched 7 months ago at Sparrows Pt. Md. by the Bethlehem Steel Corp. at a cost of 2-million bucks. Has steam turbines and makes 13 knots. Capt. T. R. Fisher. 40 crew. 8100 gross, and 29' deep. 105,000 capacity.
1. Port, broad, still in stream; crowds on decks. VG
2. Stbd. bow, backing away with gold rush crowd. VG
3. Port, broad, Ketchikan Hbr. 1926; P.C. Album 1.
5. Stbd. bow, still, crowd. (Porthole)
6. 3 anchored Juneau hbr. 7/27'48
7. Being towed a/s under Aurora Bridge (Mag. cut)
8. Stbd. broad as "Parthia" (Mag. cut)
9. At Ketchikan, War paint. (Album 28)

INFO. See story and pict. pp 16; Aug. S.&S. 1953

PICT. and story as "Parthia" BOOK 31; pp 11.

VG All white as unit of Northwestern S.S.Co. (ALASKA CLUB ALBUM)

Early days of A.S.S.Co.
See Red Scrap Book No. 36. Page 2. -3
DISPATCH Feb. 4, 1911 says "Northwestern" will replace "Victoria" while she is laid up for repairs incurred when she grounded on Cape Mudge recently.

Hit rocks on Cape Hinchinbrook in 1911. $25,000 damages
Hit again on Camp St. Dec. 28, 1941
Grounded in McKay Reach Dec. 8, 1944.

Was sunk at Nome in 1907 when she ran into ice pack.
Raised and ran south for repairs and placed back on run.

Starts 82nd. year. See Book 37; page 63.

---

Built 1870 in England for the Gunther's S.S. Go. as the "Perthita"

Until 1891 at which time she went back to England where she was renamed "Victorita". In 1891 at which time she went back to Vancouver, B.C. in 1887 and used as the "Geme to Vancouver", Captain W.S. Go. For Nome Run 2/22/1904 purchased by N.W. Co. at Nome. 7/12/1904 of W.S. S.S. Go. Capt. Weaver, was at Nome.

In 1941 she was cut down to a freighter. In 1941 she was a blockaded runner in the Russo-Jap war. Later she passed to A.S. S. Go.
D.A. Disp 2/13/1911 pp 3; Says "Victoria" wreck story told by pass. who arrived here on the "Bertha". The "Vic." hit in blinding snow on Cape Hinchinbrook but was able to get clear. The "Bertha" took off her pass. and escorted her to safe anchorage in Port Etches. Another vessel escorted her to Cordova where she will be beached and repaired enough to enable her to run to Seattle.

EMPIRE 6/5/1954 --Dulen Steel has sold her to the Straits Towing Co. Ltd. of Van. B.C. She will be dismantled by Dulien Steel, then towed to Van. for conversion to a barge.

LATE INFO. (1954) To become barge, etc. Album 48; pages 16-17-23-25.

V.G. --Old Vic Retires. V.G. picts. and story. PP. 22; Winter 1955; S.&S.

Empire: Dec. 31, 1934--The A.S.S.Co. frt. "Victoria" which went aground yesterday on Pointer Id. B.C. was still fast aground. Pass. were preparing today to have a 'shipwreck party' in the salon.
Empire: 12/14/1920 S.S. "Victoria" torn by great blast. Explosion in coal bunkers yesterday afternoon at Pier 2 in Seattle, resulted in two dead and 3 others seriously injured...

Picts. Sold; Whistle to "Illiamna" etc. (NOTE BOOK 1. pp 1--16--47)
12/31/1934  S.S. "Victoria" hits on Pointer Island, B.C. in snow storm at 19:00 last evening. Capt. H. Odsen in command. Still fast at 08:00 today. Pass. in no danger. She is Northbound. S.S. "Griffco" tried to pull her off but not successful. Passengers are listed among them was C.G. Shattuck, Bob Bender, Harry Brant, etc.

1/1/1935  Attempt to refloat "Victoria" C.G."Haida" standing by 1/2/1935 "Victoria" pulled off at 08:45 today by C.G. "Haida" and continued on to Ketchikan, apparently not too badly damaged. Pass. still on board.

1/4/1935  VG account of "Vic." grounding told by pass. on arrival here in Juneau.

1/7/1935 2 Capt. H. Odsen's home in Seattle was burglarized while the "Vic." was on the rocks.

1/21/1935  "Victoria" again aground. Hit at 05:22 today in a snow-storm in Johnstone Straits. Has 126# pass. on board and is reported leaking badly. She floated free and is proceeding to Seattle. Among the pass. was Peter Warner of Juneau.
1/28/1935/7 Details of "Victoria" grounding told. Snow storm prevailed she had stopped engines and was just drifting when she drifted onto the shores of Escape Reef in Johnstone Strait. Was on the reef for two hrs. before floating free and was leaking in two holds so turned back for Seattle.


9/7/1937 "Victoria" ran aground on Haddington Island B.C. at 07:00 today and expected to refloat at high tide. Southbound. Bud Foster and wife Birdie were among pass. See accounts of Canadian tug "Sudbury" towing the old "VIC" to Japan loaded with scrap. Under card on "Sudbury" and in Spiral Note Book No. 21.

12/17/1940/6 A.S.S. Co. is converting the old "Vic" to a freighter and will place her back in the Alaska trade. The old "Victoria" had an exact sistership which was completed in 1871 and was delivered to the P. & O. Line as the "INDUS" (Lloyd Stadum -- P.Sd. M.H. Society) Renamed "Straits Maru" of Island Tug & Barge and reduced to barge then towed to Japan in Sept. 1956. (N.B. 21; p55) (More in N.B. 21; pp 56. VG.) More VG. pp. 60.) pp 65.)
VICTORIA

Very old collier

Mentioned on page 16 in PATHFINDER June, 1920 as the Pacific Coast S.S. Co.'s collier and freighter that took Fredrick Schwatka to Alaska from Portland Ore. on his first trip—the first regularly organized military reconnaissance in Alaska. It was called "The Alaska Military Reconnaissance of 1883"

She left Portland May 22, 1883 and entered Alaskan waters on May 29th, 1883. They visited Wrangell, the old military post; then Sitka, stopping to examine the wreck of the old S.S. "Eureka" in Sergius Narrows; From Sitka they went to the whaling station of the Northwest Trading Co. at Killisnoo. From here they went to Pyramid Harbor where the N.W. Trading Co. had a cannery with Mr. Carl Sphun as Supt. From here they got Indian packers and went over the Chilkat Pass to survey the interior.
1. No picts.
Built at Seattle in 1898 Part of Moran fleet; 718 tons.
409 net; 176.1' x 35.4' x 5.9'
1. No picts.
Built at St Michael in 1897 by the Alaska Commercial Co. Capt. Al Hill used her for a Pilot boat on the Yukon flats 55 tons. She ended up on the mainland beach at St. Michael.

Built——55 gross; 30 net; 75' x 20.5' x 5'
6. VG porthole pict. in D.D. (PHP--4)
1. No picts.
Built at Victoria, B.C. 1898 for the Canadian Development Co. 716 tons. Later sold to the Bennett Yukon Nav. Co.

This river str. (Wet-ass) worked the Stikine for some years then was sent to the Yukon.

On June 26, 1898 she left Wrangell for St Michael and in the early evening came back to Fort Wrangell blowing her whistle continuously. Wrangell people flocked to the dock to watch her land and she steamed right on by and beached herself. It was found that she had hit a rock during the day and had to come back for repairs.

On Aug. 18, 1898 she again started out for the north this time with Capt York and Pilot Cox on board. She made St. Michael Sept. 13th in fine shape. Was convoyed on the trip by the str. "Alpha" See FORT WRANGELL NEWS 10/26/’98 4/18/1901 to be skippered by Capt. Roberts—brother to Capt. of "Scotia"
VICTORIAN

Lg. old Pass. str. Gold R.

1. Port, broad, speed, black smoke. painted white. G.

D.A. Disp. 2/3/1911 says she ran aground on Cape Mudge in a snow-storm last night, northbound. Re-floated on next tide and able to proceed back to Seattle under own power for survey. The "Northwestern" was to take her place.
Built in 1891 at Portland, Ore. 1503 gross; 309 net; 242.3' x 36' x 15.5'. Came to the Sound shortly after being launched but proved too expensive to operate. She went back to the Col. River and was laid up in 1898. Latter part of 1898 she was sold Dodwell & Carril of Tacoma and fitted for the Skagway run until 1906. She was then laid up at Eagle Hbr. and sold to Van. B.C. interests in 1908. Sold back to the Sound in 1912 and laid up. She was finally burned for scrap at Four Mile Rock in 1916.

(Arrived at Juneau from the S·outh Jan. 23, 1901, in command of Capt. John Roberts.

(Item Dec. 14, 1901 says "Victorian" and "City of Seattle" will be operated by the Wash. & Alaska S.S. Co. during 1901.

A send bar for a tide, in W. Narrows. was 24 hrs. late at Skagway—they had run into fog and were on Capt. John Roberts.

By about 6 hours. Capt. John Roberts.

She was at Freedom Hill Apr. 27, 1901 after spending the night standing by the "Charlies Nelson" aground in Texu. She arrived at Freedom Hill Apr. 27, 1901 after spending the night standing by the "Charlies Nelson" aground in Texu. She arrived at Freedom Hill Apr. 27, 1901 after spending the night standing by the "Charlies Nelson" aground in Texu.
1. Stbd. broad, speed. (Porthole)
Port, broad, at anchor, before Foss ownership. VG

Port, broad, speed as diesel tug "Vigilant" Foss' VG

Dimensions for this vessel of the name are as follows:
No. 204707  70 gross; 48 net; 64.5' x 19.2' x 8.5'
5 crew; 70 h.p. steam; Built 1907 at Tacoma, Wn.

Later "Anna Foss"
Built 1894 at Ballard, Wn. 50 gross; 34 net; 58.4' x 14.7' x 9.3'

Sept. 2, 1903 as a unit of the Kasaan Bay Gold Mining Co. she hit a rock near Cape Fix and broke a main steam pipe. One man in the engine room was scalded to death—the tug however, was not too badly damaged.

NOTE: The official number of this tug and the "Anna Foss" do not coincide—so all the information on this side of the card pertain to another tug of that name not/\n1894/\n/87/\nCheck, to 1907 or '08 when the "Anna Foss" was built as the "Vigilant"

All info. on this card pertain to an older steam tug of the name. See proper dimensions for "Vigilant" on "Anna Foss" card.
VIGILANT

5-masted sailing ship.
"City of Alberni"

1. Stbd. near broad, sails set, at sea, as the "City of Alberni" (Porthole)
2. Pict. and history. Album 48; pp. 15—and 19
3. Pict. and V.G. info. (Book 44; pp. 20)
One of the last fore and afters built on the West Coast. She was built the "Vigilant" and during the last War II she was purchased by Canadian interests and renamed "City of Alberni". The account of her loss on the bleak rocky coast of Chile, South America was received several months ago (M.D. Jan. 1, 1949).

She had been commanded for many years by Capt. Ralph 'Matt' Peasley, the man who inspired the S.F. shipping clerk Peter B. Kyne to write the 'Cappy Ricks' stories. Peasley was born in Maine and came to Seattle at the age of 22: then to Montesano and Burlington to work in the woods. Finally he shipped out on the 3-master "Pioneer", a Grays Hbr. product and went to the top fast. He suffered a stroke in 1945 but recovered fully and then died in Dec 1948 at the age of 83. Born in 1866.
1/19/1932/7 VG pict. of the "Vigilant", Capt. Chas A. Melburg. She won a race from Hawaii with the "Commodore" by about 15 miles to Flattery. Total distance was 2287 miles and at one time she was about 1400 miles behind the "Commodore"....
VIKING

4-masted bark
Grain ship

1. Port bow a/s pier V.G. Page 53 June '51 Ships & Sail.
Story in same issue as pict. (Same page.)
VIKING
Pacific Coast Wooden Steam Schooners  Lyman

1210 tons; built at Rolph, Calif. by the Rolph Shipbuilding Co. and was laid down as the Barkentine "Thomas Rolf". Completed as a barge under Rolph ownership and in 1922 was acquired by the G.E. Billings Co. and fitted by the Main Street Iron Wks. with a 965 h.p. triple expansion engine and placed in the coast lumber trade as the steam schooner "Viking". Built in 1920 and sold in 1929 to Philippine owners.
VIKING SHIP

1958 Replica crosses Atlantic

Info. Lg. G.S. File under UNUSUAL CRAFT, ETC.
VIOLA

Yukon River steamer

1. No picts.
Built on Lake Bennett Slough.
1. No pics.
Smallest steamer (30') to come through rapids from Lake Bennett----Capt. E. J. Smythe. She was built on the Lake. (Could be that this vessel and the "Viola" are one and the same and that MacBride may have misspelled one or the other)
Cannery tender seiner.

1. Stbd. broad, slow, (Mag. cut) (Book 33; page 20)
Owned by Vic Olsen and "Squeaky" Anderson of Seldovia.
Some info. in Book 33; page 29
1. No picts.
In 1906 (July 14) she was sent to the Pelly River to patrol claims as a 'Police str.'

D.A·Disp. 5/7/1915 pp, 4; "Vidette" leaves Lower Lake LeB arge for the down river trip. Ice on the river is rotten. So far, this is the earliest sailing or record.
VIRA RIAL
No. 161815
Small steamer used around Haines and Skagway 1900.

1. No picts.
She was used in 1898 on the Dyea-Skagway run and later on the Haines-Skagway mail haul. During the summer months she was used for local excursions and picknicks, etc.

Built 1894 at Oshkosh, Wisconsin. 19 gross; 12net 46.5' x 9.9' x 5'.

7/12/1901 under Capt. Tompkins she broke down on 11th and went ashore on the Chilkat Ids. Chief Eng. rowed 24 hrs to Skagway and got "Mabel out to assist. She is owned by Percy Hunting and Capt. Tompkins. (Came off OK. next day. Capt. Tompkins towed log raft 125,000' to Bishopricks Mill 9/3/1901 largest yet.
Port, broad, still in stream; crowds on deck.
No. 210827
Built 1912 at Lisahuela, Wn.
56 gross; 38 net; 77.1' x 15.5' x 6.4
Later became the "Kingsmill"

Some info. in Book 37; page 65

Empire: 2/1/1919 pp. 8 Petersburg Pkg. Co. purchased the "Va.II" and will change her into a cannery tender. Bought from N.G. Christensen of the West Pass Trans. Co. as too small for their run. Gas powered. 77' x 15' x 6.3'

VG. Pict. and story; (NOTE BOOK No. 24; pp 101)
VIRGINIA III

Small P., Sc., Pass., ferry

1. Stbd. bow slow in stream Seattle Hbr.
Built 1910 at Tacoma, Wn. as the "Typhoon" 91 g; 71 net; 92.8' x 19.4' x 5.5'. In 1911 she passed to the West Pass Trans. Co. and renamed Virginia III. In 1920 she was renamed "Narada". She was laid up in the mid '30's and later taken over by Capt. Howell Parker and renamed the "Salmon King" and placed on the Keyport-Bremerton run. Laid up in Lake Union in 1944.
1. Stbd. broad at dock as Cannery packer. 
2. Port, broad, speed, crowd on deck as Pass. ferry. 
3. Stbd. broad, stern sunk, bow up on dock; taken in Tacoma Hbr. Feb. 28, 1921 as pass. ferry.
4. Port, broad, aground, as Juneau L. Mills tug--by Juneau log storage, April, 20, 1932.

6. Several good views of her as she was when owned and operated by Juneau Lumber Mills; all in my first album.

7. Two VG of rotting hulk Oct. 1955 (PCA--7)

ex "Tyrus"
Built 1904 at Tacoma, Wash. 97.6 x 22.7 x 6.7
92 gross; 48 net.

The Lorenz family who worked out the plans of the
the old "Sophia" owned the "Va. IV" as the "Tyrus" along
with the various "Typhoons" and other craft.

Some good info. in Book 37; page 65

Emp. 5/8/1923/6 The large cannery tender "Virginia IV"
Capt. 'Hardluck' Hansen arrived in Juneau today, enroute
to Cordova for the CanoaP Pass Pkg. Co.
See More on card on JUNEAU MAIL BOATS ETC.

Emp. 4/13/1925/6 M.V. "Virginia IV", Capt. Tay Bayers,
returns from Chichagoff mail run.....

Emp. 10/1/1925/6 Capt. Hansen now on "Virginia IV"

Emp. 12/21/1925/6 Capt. Mattis O. Nordness now on "Va. IV"

Emp. 3/29/1926/6 Capt. J. T. Hanson replaces Matt Nordness
on "Virginia IV"

Emp. 9/13/1926/6 "Va. IV" Capt. Larry Parks, sails.

Emp. 11/2/1926/8 "Chichagof" makes run for "Va. IV" while
latter on special trip to Ketchikan.
Emp. 12/3/1926/6  "Virginia IV" Capt. M. Norte (Matt Nordness) left for Chichagof run.

Emp. 8/10/1927/6  "Va. IV" beached on Rock Dump flats for copper painting.

Emp. 9/1/1927/8  Makes 'booster trip' to Shatham Straits ports. Capt. Matt Nordness scouts new run. Tenakee, Killisnoo, Baranof, Tyee, Red Bluff, Deep Cove, Port Herbert, Big, Little and New Ports Walter, Port Armstrong, Port Conclusion and Port Alexander then back to Pillar Bay, Washington Bay, Tyee, Killisnoo, Tenakee and to Juneau...

Emp. 4/7/1928/6  "Va. IV" returned from Seattle today after renovation and overhaul. Capt. Mattis O. Nordness, and Mate Tom Toppins. Herb Kittleby, Chief Eng. etc.
10/25/1928/6 The "Virginia IV", Capt. Matt Nordness, rammed and sunk the Kake native boat "T-248" near Marmion Island last evening at 19:30. On board were Forrest DeWitt, his wife Martha, Mrs Nellie James and three kids. The vessel sunk, DeWitt was badly injured. Dr. Borland was on the "Virginia IV" and gave first aid, while the boat turned around and speeded to Juneau.

11/19/1928/6 "Va. IV" storm bound at Funter for 2 days.

11/29/1930/7 Overhaul and conversion of Virginia IV" to a tug and freighter is about completed.

4/15/1932/7 Va. IV" Capt. Tom Topness, took load of box shooks to Taku Hbr.


4/29/1935/7 Capsizing of "Va. IV" told by crew. Hanson, Eng. Harley Rutherford, Dan Stanworth, Ed. Soberg, and Clark Odekirk, cook. Took to skiff. Picked up by the halibut boat "Norrona"
5/4/1935/6 "Va.IV" towed here today by Art LaGasa and his boat "Alaskan".
Port broad, slow, Seattle Hbr.  
Stbd. qtr. after collision; afloat in Lake Union.  
Stbd. bow, between two dismantled wooden steam schs. in Lake Union after her collision.

Port bow, close up; (Porthole)  
Port bow, still, penants. (Mag. cut)  
Port bow, race with "Sightseer" (Mag. cut)  
Port broad, crowd on deck. (Porthole)  

PICT. some info. for Sale. BOOK 44; pp 36-53

FOR A GOOD COMPLETE HISTORY SEE LARGE ENVELOPE NO. 5.
M.D. Jan. 16, 1954 says she was sold by Capt. H. Parker to a group of men headed by Capt. Phillip H. Luther, P.Sd. pilot. Will be operated by the P.Sd. Excursion Line, Inc. Capt. Parker has been master last 10 yrs. and 12 days and is now 75 yrs. old and work too much for him---will now be semi-retired. Capt. Luther will run her when not engaged in pilotage. etc.
Marine Digest story May 22, 1948 tells of her winning race from the Gray Lines Steamer "Sightseer" by three quarters of a boat length ---a story-book finish. She was commanded by Capt. Howell Parker and the "Sightseer" by Capt. Harry Wilson, with Rodger Pinney tending the engines.

The official racing time for the 5-mile waterfront course was 20 minutes and 10 seconds with both vessels crossing the finish line doing 14 knots. Course was from off Alki Pt. to buoy anchored off West Pt. and on into Elliot Bay.

Built 1922 at Olalla, Wn.
122 Gross; Net83; 115.9 x 24.1 x 7.1 H.P. 400. steam.
Owned by West Pass Trans. Co. in 1925 8 in crew.

MORE IN BOOK 45; PAGE 69
MORE IN 1947 DIARY PAGE 18
Cruises in 1950.

WILLIAM B. PARRY who was still operating her on San Juan Is.
Howell Parker who was still operating the Wm. II and owned by Capt.
Back to the Sound after the War II and sold at Marshalls Sale in 1949.
Columbia River in 1942 and sold at Marshalls Sale in 1949. Went to the
Operated only seasonally after 1956.
Port broad, speed; Seattle. (Magazine cut)
VISCATA

Full rigged 3 master.

1. Aground near Golden Gate, Calif. (page 9; Sept. '52 S.&.S)
1. Four VG. at Juneau Cold Storage dock heavily iced down Feb. 1954 (PCA--7)
For the incident where she ran down an outboard boat in Petersburg Hbr. and left the scene see Lg. G. S. File under Drownings (Outboard accidents) (Check DAILY JOURNAL for more---June 1958)
1. No picts.
5.5 ton gas launch built at Whitehorse in 1907. Dismantled in May 1918 at Whitehorse.
Old double-end charter

1. Stbd. broad, slow from Juneau dock.
1. Stbd. broad at boat Hor. float in pict with "A.R.B.5"
VIXEN  

Luxury yacht

1. (No Picture July 1948)
Being considered by Pacific Cruise Lines as running mate to "Corsair"
She is 333' long and formerly owned by Mr Forstman the 'King-pin of the American Woolen Mills. In July 1948 was towed from Victoria Mach Depot Co. Ltd. (B.C.) to Seattle for possible conversion.
1. No pics.
Capt. John Backland, Sr. purchased a half interest in this sailing schooner in 1906 and established one of the oldest shipping enterprises in Seattle—trading to the Arctic—he then purchased the schooner "Transit" in 1903.

M.D. Jan. 6, 1950

8/6/93 Capt. W.C. Errat, arrived Sitka from Cook's Inlet with 350 tons of coal.

D.A. Disp. 1/15/1916 American Sch. "Volante" in tow of the gas-tug "Pindar" enroute Petersburg to Sitka, was lost at sea near Cape Omaney in a storm on Jan. 13th last. She was a 125 ton vessel, loaded with salt, bbls, and herring nets. Her crew was taken off safely by the tug.

Official No. 161672 125 gross; 119 net tons.
87' x 25.6' x 7.6' Five crew Built 1891 North Bend, Ore.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>No picts.</td>
</tr>
</tbody>
</table>
Built 1922 in the yards of Harland & Wolff in Belfast, Ire. The 15,434 ton liner (twin-stacked) made her last visit to N.Y. Feb. 25, when she arrived from Rotterdam with 58 passengers. Has been sold for scrap to Italian interests. M.D. Nov. 24, 1951
VULCAN
Steel steam schooners of the P.C. Lyman

5149 tons, was built at Sparrows Point in 1909 by the Maryland Steel Company for the United States Navy. Originally designed as a collier, she displaced 11,230 tons, which corresponds to a deadweight capacity of around 2,000 tons. She had twin screws, with two triple expansion engines of 1900-hp each. When the Navy switched over to oil burning after World War I, the "Vulcan was sold to the Pacific States Lumber Company of San Francisco, who renamed her the "Coos Bay" and fitted her as a lumber carrier, and she was the largest and most powerful vessel of the steam schooner fleet. The "Coos Bay" was wrecked entering San Francisco Bay on the night of October 22, 1927. She ran on the beach near the Palace of the Legion of Honor and became a total loss. In trying to put a line ashore, she fired a Lyle gun projectile that carried away from the rope and traveled a mile or so into a

(over)
householder's flower garden, causing some consterna-
tion in the immediate neighborhood, whose residents
hastily concluded that the Japs were attempting an
early invasion.
1. Stbd. broad, still; Pict of Capt. F.B. Jones inscribed in upper right hand corner.
1. Port broad, speed, Seattle, (Magazine cut)
2. Stbd. broad, slow, (Mag. cut)
Built 1938 for PAF by Commercial Boiler Works, Seattle
Dimensions: 75 x 18 x 5.5
240 h.p. Washington diesel. H.C. Hanson, designer

Reputed to be the first cannery tender ever to be built entirely in welded steel.