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Historical Collections

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

General Marine Files

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Juneau, Alaska 99811-0571
W 168


Large Navy tug.

USCGC YOCONA
WABASH

U.S. Frigate.

1. Port broad. built 1865. (Magazine cut)
1. No picts.
On July 25, 1903 she burned to the waters edge near Sidney (B.C.????) Origin of the fire was unknown.
WACHUSETT

Old U.S. Steamship
U.S. cruiser.

1. No pict.
Became a total loss on Ripple Rock, B.C. in 1875

ALASKAN (Sitka) mentions an old U.S. Cruiser of this name as being at Sitka in 1880 and 1881 (See 10/14/’93)
1. Stbd. broad, Lawson Creek background, Juneau.
2. Stbd. broad, speed, smoke, down the Channel.
9/30/1946/8  C.G. "Wachusetts" to come to Juneau if dock and housing available.

10/26/1946  "Wachuset" arrived late yesterday from Seattle.

Comdr. Edgar V. Carlson (Swede) She is 225' x 43' x and 2000 tons disp. Turbo-electric and has 5-bladed wheel. Carlson was formerly here on the "Tally" in 1934 and 1935. Says the old "Tally" was sold to an East Coast firm.

Bering Sea cruise story ALBUM 30 pp 70.
1. No picts.
Old records establish her identity on the River in 1900.
Wahkeena

Pacific Coast Wooden Steam Schooners.

1030 tons, built 1916, by Wilson Brothers at Astoria and was managed by C.R. McCormick & Co. throughout her career.

Carried 1100-M ft.

800 h.p. triple expansion steam.

Wrecked at Grays Hbr. Jan, 24, 1929.

D.A. Disp. 6/20/1916 pp. 4; "Wakeena", ex Col. River packet arrived at Juneau last night with 400 tons of frt.
WAHKIAKUM

Dredge

1. Info only (Goes to Whittier, Alaska) Album 43.
2. More info. Album 44.
1. No picts.
1. Std. broad a/s pier.
WAIMEA

Matson Liner.

1. Many names (Info.) Album 43.
WAIPIO

Ex Matson liner.
Steel st. sch. War I.

WAIRUNA

2. VG porthole pict. (PHP--4)
WALLACE FOSS

Foss tug: formerly
the "Oscar B."

1. Port bow, speed, Lake Union. (Mag. cut)
Was built in Oldtown, Tacoma, Wn. in 1897. First designed for a passenger vessel but before she was finished, Capt. Harold Blekum (now 84) and his partner had her made into a tug and powered her with a fore-and-aft compound steam eng. of about 125 h.p.

She was flagship of the Blekum Towboat Co. until 1911 then was sold to Charles Fowler, a Seattle Engineer, who in turn sold her Capt. Pearson, of Thompson and Pearson at Everett, Wn. Several years later she passed to Al Rouse and was renamed the "Rouse". Changed from steam to diesel and operated by Rouse until the firm passed to Foss Co. in 1919. Foss continued to operate her under that name until about 1945 when she became the "Wallace Foss".

In 1949 Foss repowered her with a Buda 6-DCMR-1879 diesel with a supercharger and rated 219 h.p. at 900 rpm. 63' x 14.7' x 6.5' and carries crew of four.

P.M.B. Jan. 1950
1.
1. No pict.

Drown ashore and wrecked.

Puget Sound. Was in imminent danger of being swept by the S. S. "Walla Walla" of the P. G. S. G. O. and towed safely to on board. She had recently been picked up at sea by the "Waller Newton" released at $100,000. With a cargo of 400,000.

12/18/1901 Her owners the P. G. S. G. O. bid the British new command. It has not been heard.--This being the "Roanoke" was injured in the collision--Before that.

NONE NEWS 4/4/1902 Claims Capt. H. F. Weaver. Formerly of the former of the

MORE INFO. BOOK "BO" PAGE 40--78
Built 1881 at Chester, Pa. 3069 gross; 2168 net; 310' x 40.6' x 30.3'.

Used as a collier on the Seattle Calif. ports run until 1888 then made into a passenger str. and sold to the Pacific Coast S.S.Co. in 1892. She was lost in 1902 off the Calif. Coast in a collision with the French ship "Max".

She left S.F. Jan. 1, 1902 and was rammed and sunk off Cape Mendocino at 04:00 Jan. 2, by the French bark "Max". The "W.W." was commanded by a Capt. Hall. He charged that the French ship showed no lights and after the collision, did not stop to render assistance. 63 survivors were picked up by the "Dispatch" and 14 more by the steam tug "Baukner". Eight were known dead and 32 more feared lost. She had 36 first class pass. 28 second class pass. and a 60 man crew.

The "Max" reported in at Neah Bay on the 4th, badly stove in and reported that she had collided with an unknown steamer.

Over the night was clear and the lights of the "Max" could be plainly seen. Both were said to be drunk. Testimony disclosed blame for the collision was placed on the 2nd and 3rd officers. The two were ordered to be discharged.
WALLINGFORD
Steel Steam Schooners of the P.C. Lyman.

2256 tons; sister-ship to Eldorado and "Silverado"
Built 1919 at Craig yards and taken over by the Shipping board. Sold in 1923 to McCormick S.S. Co. who incorporated her as the Wallingford S.S. Co.

Had triple expansion engine of 900 h.p. built by Union Iron Works of S.F.

In April 1940, sold to the French Line and renamed "Limoges". France fell before the vessel could cross the Atlantic; and she was laid up for a time in a Canadian Port and was then requisitioned by the Canadian Minister of Transport.
WALLINGFORD

Lg. Steel St. Sch.

1. Port broad, speed, similar to laker.    VG
WALLOWA

Foss L. & T. Co.
Steam Tug

1. Stbd. broad, speed, as old steam tug. VG
2. Port, broad, slow in Ketchikan Hbr. as old tug. VG

Now "Arthur Foss"
Built 1889 at Portland, Ore as a bar tug on the Columbia River Bar. In 1898 she made several tows to S.E. Alaska. Passed to Foss Co. in 1928—rebuilt and renamed "Arthur Foss". 225 gross; 127 net; 111.6' x 23.9' x 11.6'.

Towed the bark "Shirley" to Nome and arrived there 7/19/01.

More info. Book 33; page 42.

Alaska Daily Dispatch Nov. 4, 1899 says she was to replace the steamer "Flosie" on the Juneau-Skagway run. Owned by the Pacific Clipper Line.

D.A. Disp. 7/7/1900 "Wallowa", lost the large barge, fully loaded in storm in Bering Sea in June. Had towed same North from Seattle. The barge was the "Mercury".

D.A. Disp. 9/12/1900/pp4 Tug "Wallowa" returns to Seattle and reports loss of old bark (barge) "Mercury in the Bering Sea in a storm. She sprung a leak and had to be beached. She was stripped and abandoned. Owned by E.E. Caine of Seattle and had been sent to Nome last June. She was built 49 yrs. ago...
WALLULA

Old steam tug.

1. Port, broad, slow, P. Sd. scenery.  VG
Built in 1899 at S.F. Calif. as a Col. River Bar tug. Used out of Portland in 1909 then passed to Eureka, Calif. interests in 1912 and renamed "Humboldt". Some time later she passed to the Shipowners and Merchants Tug. Boat Co. of S.F. and was renamed "Sea Queen". Was still in service in 1940.

167 gross; 85 net; 99.6' x 22.7' x 12.6'
WALTER A. EARLE

Old Alaskan schooner

1895

1. No pict.
Capsized hull found adrift off Marmot Island has been identified as the sch. "Walter A. Earle." The derelict was towed to Wood Island by the Str. "Francis Cutting" and righted. After righting it was found that she had the bodies of 13 Natives and 2 white men trapped below. There was also a number of sea otter skins in the hold. It was believed that she was blown over during the gale of last Easter day.

Alaska Mining Record 9/2/’95

ALASKAN (Sitka) 8/31/’95 capsized in storm Apr. 14th ’95 off Icy Cape. Had bout 30 men on board. Picked up by str. "Francis Cutting" and towed to Afognak on July 28th.
1. Std. bow, at Seattle Pier. Tugs, "George T" "Katy" and "Humaconna" in pict. (Porthole)

2. Fair pict. pp. 27 in Book 44.

3. Pict. and info. (Book 43; pp. 26.)
Built in Seattle during the First World War. 1918
8102 Gt. gross; 5087 N. 446.5' x 56.1' x 28' 4000 h.p.
Carried crew of 51 men.
W. ALTON JONES

Powerful tanker.

1. Pict. and info. (Most powerful in world—1955)
   Album 43.
Army Signal Corps.

1. Port bow, iced at boat Hbr. Float. Dec. 1948
Washington-Alaska Marine Cable and Telegraph.

See PATHFINDER Mar, Apr. May, 1925 for History of the W.A.M.C.T. system.... V.G. with pics.

Due to the weather, I was unable to pick up the "Wamcat" before the Berenger stranded for 8 hours on 15/30/1948 72. The crew fared well. Captain Fred Dowley arrived here yesterday at 15:25.
1. No pics.
Built 1898 at Port Blakely, Wn. 552 gross; 348 net; 150.2' x 32' x 5'
Burned 1906 at Port Blakely

D.A. Disp. 7/25/1903 P. Sd. str. "Walsh" burned to water-line at 'Hidney' early yesterday. No one injured; Total loss; J.W. Troup, owner. 552 gross tons.
5/19/1933 Olaus Larsson bought the "Wanderer" from the 
Hall Scott Eng. Co. Deal handled by R.E. Baumgartner 
of Petersburg.

10/31/1933/6 "Wanderer" to Sumdum---hunters get one bird 
each! Al Goetz, Oscar Waterrud, N. Lester Troast, Jim 

11/8/1937/8 John Turner and I row from Glass peninsula 
to South Island when "Wanderer" had broken distributor 
shaft while coming to anchor at Glass Pt. Others on the 
boat this trip were; Kell Larsson, Russel Owen, Wendell 
Schneider, Hank Harmon, Carlyn Dewey, Kurt Kärchoffer and 
Vince Beauchamp.

11/5/1945/2 Reported beached, sunk, at head of Excursion 
Inlet. Capt. Sandy Stevens.

11/9/1945/8 Refloated and being towed to Juneau by the 
seiner "Johnny E"
1. Stern view leaving City Float in same pict with the "Aleutian" and "Mount McKinley" side by each at Northland Co. dock. P.C.A.1.

2. Bow on, anchored at Marmion, "Jazz" a/s.

3. Two good pict. anchored near shore, Yankee Cove.

4. Sunk; Sept. 1952 at Juneau Cold Storage dock

5. See card this file on "TAKU MAID" for late pict.
11/25/1950/2 Story of Paul Kinch drowning from Wanderer in Seymour Canal is told by Capt. Sandy Stevens. Jimmy Manning swam ashore.
1. Stbd. bow, towing, sailing ship close astern. VG
2. Stbd. nearly broad, near dock Seattle waterfront VG
Built in Port Blakely in 1890 at Hall Bros. yard.
128.8 x 23.8 x 11.7  212 gross; 125 net.

M.D. May 8, 1948 says her gallant career came to a close when the Foss Co. considered her too old to compete with modern tugs and she was sold to the Northwest Steel Rolling Mills and literally torn apart for scrap.

She finished last in a Seattle Maritime day race prior to the war but never gave up the race.

Valued at $66,000 when built and was once a unit of the defunct Puget Sound Tow Boat Co. of Port Townsend and has since served the Foss Co. for many years.

Hilliard Davis who served in her many years died in Nov. 1943.

H.P. rated in 1925 at 511 and she is listed as owned by Merrill & Ring Lumber Co. of Seattle.

See Blue Book for 1916. Foss acquired her in 1936.
WANDO

Ex Navy tug now a unit of Puget Sound T & B.

1. 7/1/1970 Port broad; speed. (Porthole)
2. Port broad, speed. V.G. Mag. cut. in P.M. Boat Mag. Page 13, (Saved the whole issue) Oct. 1951
4. Port broad, speed. page. 8, Apr. 1952 MOTORSHIP
5. Stbd. bow, speed; racing "Wedell Foss" (Porthole)
8. Pict. and info. Leaving Baltimore. (Book 43; pp. 54)
All tentative information Page 13, Pacific Motor Boat for Oct. 1951 which I saved intact.

115' steel tug recently purchased by P.Sd. T & B. from the Navy, replaces the new "Neptune" lost last year off the Columbia River Bar. The "Wando" was idle in Scow Bay prior to her purchase. Her name will be retained. She rates 1800 h.p. and maintains 13 knots.

M.D. Jan. 22, 1950

Completely rebuilt and repowered in July 1951 with a new 1800 h.p. diesel engine. She was steam before.

Fairbanks Morse diesel.

M.D. Aug. 4, 1951

See loss of "Kiska Island" Book 34; p. 44.

Has troubles (1953) Book 40; pp. 39-61

Tows ferries from East Coast Book 42; pp. 14.
Pacific Coast Wooden Steam Schooners

WAPAMA

951 tons, built 1915 by St. Helens yards at St. Helen Ore. for the C.R. McCormick interests.
Powered with 825 h. p. triple ex. steam.
Carried 1050-M ft.
Sold by the McCormick Co. in early 30's to the Alaska Trans. Co. and renamed the TONGASS.
WARATAH

British liner

1. No picts.
One of the greatest unsolved mysteries of the sea was her disappearance while travelling in a busy lane within sight of the coast of South Africa on the evening of July 28, 1909. She was returning to England from Australia on her maiden voyage and had left Durban for Cape Town with 211 passengers and crewmen on board. Had the liner become disabled and wanted help, it undoubtedly would have sent up rockets, which would have been seen by other ships and from the shore. Yet no one saw a single distress signal and the five vessels that searched for her for weeks failed to find any trace of her.

Some info. in 'In Peril of the Sea. Envelope No. 16.
1985 tons, was launched Sept. 1, 1917, and was requisitioned by Cunard and from them by the Shipping Bd. who renamed the ship "Lake Superior". In 1926 she became the "C.D. Johnson III" owned by the Pacific Spruce Corp. of Newport Ore. In 1932 she was bought by the Times-Mirror Co. of L.A. to carry newsprint, and a couple years later she was resold to the Schafer Bros. S.S. Line and renamed the "Anna Schafer". They still owned her in 1940.
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<td>1.</td>
<td>Bow view in G.S. float Juneau slip.</td>
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Some info.  (NOTE BOOK No. 1. pp 51)
WAR FLAG

Steel Steam Schooners.

1891 tons, was called "Lake Sunapee" by the Shipping Bd. when completed in 1918. In 1923 was re-engined with an oil engine of 1050 h.p. made by the Pacific Diesel Eng. Co. of Oakland, and emerged as the "Frank Lynch" owned by W.J. Gray of S.F. Was sold to Greek owners in 1937.
1. No picta.
See "Pauline Warner"
1853 tons, was renamed "Lakebridge" by the Shipping Bd. who sold her in 1923 to the E.K. Wood Lmbr. Co. until 1940 when she was transferred to Panamanian registry.
1. Stbd. broad, still, in stream; two tanks on deck. VG
2. Port broad, speed, flags. (Magazine cut.)
M.D. June 20, 1959---Converting to Barge at Tacoma Shipyard

----The company has announced that it is converting four of its freighters to barges for daily round trip service between Seattle and Olympia, southbound, and Seattle & Bellingham, northbound.
Large steam tug.

1. Port, broad, slow, near shore; towline out. VS
Built 1901 at Wilmington, Del. Brought to Pacific Coast in 1918 by the Pacific S.S. Co. Sold to Carey*Davis in 1927. Dismantled in 1935. (May have been a unit of Bellingham Tug & Barge at one time.) 122 gross; 83 net; 101.5' x 24' x 10.5'
WARRIOR

Cannery tender

1. VG Pict. (Lg. G.S. File under SHIPBUILDING in envelope under Nilson & Kelez Yards.)
1. There is a picture in PACIFIC MARINE REVIEW Feb. 1916 Page 59. (Museum)
Built and launched Feb 29, 1914  87' x 17' x 7.4'
Powered with a 120 h.p. Nelesco (New London Ship &
1876 tons, was renamed "Lakeshore" by the Shipping Board. As was the case in all the other steamers of this group, her builders also constructed her engines. She was completed at Toledo in 1917, and sold in 1922 by the Shipping Board to the E.K. Wood Lmbr. Co., who had her converted to burn oil and renamed her the "Olympic." She was still owned by that company in 1940.
1. Port near broad, in tide rips, Deception Pass.
Built 1887 at Hood River, Ore.  280 gross; 214 net;  
135' x 22' x 6.8'  Burned outside of Ballard 1904
WASHBURN

Yukon River steamer
"M.L. Washburn"

1. No pics.
D.A. Disp. 5/24/1918 pp. 8; Str. "Washburn" is the first Yukon River str. to arrive at Dawson this season.
1. No picts.
Built 1906 at Marshfield, Ore. 323 gross; 174 net;
140.3' x 32.4' x 10' Frt. Crew of 11. She was fitted
with a gasoline engine.

She stranded on Cape Sebastian, Ore. May 21, 1911
All 14 persons on board were rescued.
WASHCALORE
P.C. Wooden Steam Schooners
Lyman.
323 tons; built at Marshfield, Ore. by Kruse & Banks in 1906.
Was gasoline powered and became wrecked on Cape Sebastian, Ore. May 21, 1911.
1. Stbd. bow at Pier 28 Seattle (Porthole)
2. Port bow, being launched at Nizarre, France. (Mag. cut)
Built at Nazarre, France in 1949  10200 tons. 500' long
Visited Seattle in March, 1950 under command of Capt.
Jacques Lejeune. She is a successor to the M.S. "Wash."
sunk in action during War II. (Compagnie Generale Trans-
atlantique) She is an 18 knot vessel and one of 3
built at this period, the others being the "Wyoming" and
"Winnepeg"

M.D. 3/11/50
Washington

Old side-wheel steamer

1. No pics.
1. Port and Stbd. broads; sketches; 1847. (Neg. out)
P.C. Wooden steam Schooners.

Lyman.

539 tons; built 1906 at Seattle by the Washington Marine Co. Carried 600-M ft. lumber, and had a second-hand compound engine of 430 h.p. Was fitted for passengers, and carried fret. Owned by her builders until 1911 when she passed to DeLath & Mahoney of S.F. In 1914, she passed to the Little River S.S. Co. and dropped from the Registry about 1930.

See story of wreck Book 36; Page 60
1. No picts.
On Nov. 13, 1911 she was ashore on North Head. At the time a heavy sea was running and it was believed that ship and all on board were doomed. She took a terrific beating until the following day (14th) at which time Capt. Buck Baily on the steam tug "Tatoosh" dropped back from seaward on his hook and got a tow-line on the doomed ship. He succeeded in dragging her off and towing her into Astoria where he received a tremendous welcome.

D.A. Disp. 1907 says "Washington" unit of A.S.S. Co. left Seattle 7/9/1907 on first run to Alaska. Capt. Winkel commanding the "Washington"
1. Port near broad, slow; from the air. (Porthole)
1. Stbd. broad, showing her throwing her wheel in heavy swells at sea.

2. Stbd. bow at old Seattle Pier. (Porthole)
1. Port near broad, in Snohomish Slough near another old wet-ass.
Port, broad, speed, Seattle Hbr. Crowds on deck
Built 1914 at Docton, Wash. by J. Martinolich of S.F. for Reeves of Seattle-Port Washington run. Proved too large and was sold in 1919 to Van. B.C. interests. Some time later the hull was sold to the New England Fish Co. then to Frank Judy who put an 150 h.p. diesel in her and used her on the Seattle-Olympia frt. run. Passed back to the New England people in 1921 and was used out of Prince Rupert. Brought back to Puget Sound in 1938 by a mining group. Laid up in Lake Union in 1943.

306 gross; 246 net; 125.5' x 25.8' x 7.2'
1. VG Porthole picts.


3. See notice of her departure---(Book 39; pp. 57)


5. VG. picts taken on board when she broke in two. (Book 39; pp. 60)

6. VG porthole pict. (PHP--4)

She was built in the Ingalls Shipbuilding Co. yds. on the Gulf Coast and launched as the SEA TARPON a C-3 type ship, in 1945. 7943 gross; and has reefer space.
1. VG mag. cut from M.D. May 4, 1957
10,500-ton ex "Kettle Creek" renamed "Washington Std."
Built during War II by Calif. Shipping Co., a marine subsidiary of Std. Oil of Calif. Since late last year, she has been in coastwise service, bringing petroleum products from Calif. refineries to Pac. N.W. Previously she operated on the East Coast. She is a T-2 tanker with a capacity of more than 138,000 bbls of crude oil or oil products. Her over-all length is 523' and has a beam of 68', giving the ship a topside area approximately equal to a regulation foot-ball field.... (More pasted in book 45 with pict.)
1. Port broad, after conversion. (Mag. cut)
Built 1944 at Anacortes as an Army F.S. (M.D. 2/24/’51 says she was originally built as the "Aleutian Queen")
She left Tacoma during mid-Feb. 1951 for Peruvian tuna fishing grounds. Owned by Al Davies of Tacoma. She was towing two 57' converted purse seiners. She will work with a sister ship the "Bering Sea". It is hoped each will freeze 500 tons of fish each month. Will fish off Paita and Mancora, Peru. She carries 3 American officers, Capt. B. Collinson of Astoria, Chief Eng. Jack Hanson and First Assist. Bjarne Kaarod. Also there will be 17 Peruvians. Refrigeration was installed at Davis 'Birchfield Boiler, Inc.

M.D. Feb. 24, 1951
<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Length (ft)</th>
<th>Beam (ft)</th>
<th>Draft (ft)</th>
<th>Horsepower (hp)</th>
<th>Speed (knots)</th>
<th>Capacity</th>
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<tr>
<td>&quot;NISQUALLY&quot;</td>
<td>256</td>
<td>73</td>
<td>10</td>
<td>1800</td>
<td>14.5</td>
<td>85 cars</td>
</tr>
<tr>
<td>&quot;KLAHANIE&quot;</td>
<td>240.5</td>
<td>59.5</td>
<td>10</td>
<td>1200</td>
<td>11</td>
<td>60 cars</td>
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</table>

"NISQUALLY"--256' x 73' 10" x 1800 h.p. Diesel electric drive. 14.5 knots. 85 cars. 665 pass.

"KLAHANIE"--240.5' x 59.5' 1200 h.p. Diesel Elec. drive. 11 knots. 60 cars 648 pass. She is one in the total fleet of 21 vessels of Wash. State Ferries. She travels 1-million mi. per yr., makes 190,000 landings and has carried 8-million pass. per yr. Her duty on P. Sd. has covered 2.75-million miles over 9 routes. 1966
1. Port, broad, at dock, Locomotives on deck. VG
2. Views of her bottom side up a/s "Fort Bragg" in Albums 1 and 2.
3. Also a view of the "Fort Bragg" attempting to right the "Wasp" in Album 3.
536 tons; built 1905 at Fairhaven, Calif. by the Bendixsen yards for the Wasp S.S. Co. managed by Fred Linderman of S.F.

Had a compound engine from United Engineering Works.
Carried 700-M ft. lumber.

During World War I she was chartered for the Central America mahogany trade in the Gulf of Mexico and during that period capsized and was abandoned. She was later towed in by the "Fort Bragg", righted and refitted only to burn in Pensacola Bay, June 19, 1919.
1. Port broad, still in stream. (Magazine cut)
2. Same pict. -- Duplicated. (Mag. cut)
See "Moonlight Maid"

HISTORY IN BOOK 35  Page 48
WASP

Small diesel tug.

1. Stbd. bow, a/s "Western Princess"

2.
Picts. and story from Life mag. (Collision with "Hobson")
See large envelope No. 5.
The above account is now in (Note Book 23; pp 58)
1. Port bow, towing 4150 ton dredge "Stuyvesant" (Mag. cut)

Three steamships making the tow in 1906 (reverse side) were "Glacier" "Brutus" and "Caesar" (Motorship- Oct '47)
Built 1943 by Globe Shipbuilding Co. of Superior, Wis. for the U.S. Maritime Comm. Displacement 1603 tons. 30 crew
194.4' O.A.; 185' B.P.; 37.6 breadth. Depth 21.5 to main
deck; Draft (moulded) 15'6" 2250 h.p. Speed 14 knots.
Powered with twin DMQ 36 Enterprise diesels rated at
1125 h.p. at 325 r.p.m. 16 x 20 bore and stroke.
Packs 155,000 gallons of diesel fuel.
The dredge she towed measured 246' x 76' x 12'9" hull
dimensions and had an overall length of 476'. Displaced
4150 tons.
Made trip from Tampa, Fla. in 79 days, 23 hrs, 41 mins.
Covered 12,996 miles and averaged 6.8 knots.
Sister tug to "Watch Hill" the "Moose Peak" made an
identical tow later---towing the dredge "Roosevelt" to
the same destination at Banka, Netherlands East Indies.
"Moose Peak" same except for power---she has twin Model
VDSS Superior diesels. 8 cyl. 14½ x 20 bore and stroke
They total 2320 h.p. at 325 r.p.m. Both have Johnson tow-
ing machines and carry 3000' of 2½" cable.
The nearest approach to this Moran Co. exploit dates
back to 1906 when the dry-dock "Dewey" was towed from
Norfolk to Cavite, Philippine Ids. via Atlantic, Suez
Canal. 13,089 miles. 3 Steamships towed OVER
1. No picts. Info. Book 37; page 35
Set of 5 (five) picts taken in Thomas Bay, Aug. '49
2. Std. broad at float in Manzanita Bay, July, '49
3. Set of (5) five of her being pulled out at N.C. Co.
5. Set of 5 of her laying over in Gnat Cove.
6. Set of 5 diff laying under trees, Cascade Cr. July '50
7. Std. bow; laying at beach Swan Creek. 1951
8. Set of 6 taken on Juneau boat Harbor grid 1951
9. Set of 3 taken in Manzanita Bay by Mr. Snow
10. Set of 4 showing Harding river gauge and country.
11. Set of 3 --nose to mud; Scenery Creek.
12. Set of 3 ashore at Port Snettisham.
13. VG. Std. broad; nose on Swan Cr. beach (PCA--7)
14. VG picts. Thomas, Bay, Ferry float, etc. (PCA--10)
15. Also VG after Devils Elbo incident in (PCA--10)
Built 1921 at Utsalady, Wn. as the yacht "Dreamerie"
65 gross; 54 net; 70.6' x 16.6' x 6.8' Rated 125 h.p.

oil screw in 1941

Quote from Sir David Wm. Bone: "We sailors are jealous of our vessels. Abuse us if you will, but have a care what you say of our ships. We alone are entitled to calle them bitches, wet bastards, stubborn, etc. but we will stand for no such liberties from the beach."
1. Picts. as the "Admiral Watson"
D.A. Disp. 9/2/1910 says she is sister ship to the "Buckman" and was aground on Waddah Island, near Neah Bay, in fog last night. Bound S.F. to Seattle. Has 92 pass. Wind increasing and it is feared she may be lost. All pass. safe on shore. Was pulled off 9/3/1910 by tugs and ran to Seattle under her own power—bottom severely damaged, estimated cost of repairs $85,000.

D.A. Disp. 1/13/1915 "Adm Watson" rebuilt and soon to be on the Alaska run. Completed having $150,000 conversion, including reefer space.
WAWONA
No. 81576
Cod-fish schooner.

1. Stbd. broad, at sea, under sail. VG
2. Port, broad, bare poles, being towed P. Sd. VG
3. Port, broad, at Pier loaded as A.T.S. B.C.L. 710 VG
4. Stbd. broad, a/s BCL 703 "Azalea" as A.T.S. barge. VG
5. Port broad, sails, at sea. (Mag. cut)
7. Good pict under sail. (Book 44; pp. 26)
8. Stbd. Bow at Lake Union pier. (PCA--7)
9. VG. qtr. view Lake Union. (PCA--7)
Launched at Fairhaven, Calif in 1897. 156' long and reputed to be the largest 3-masted fore and aft. sailing vessel afloat. Her early service was in the coastwise lumber trade. During War I she made a lumber trip to the Fiji Islands and returned with copra.

She was at one time commanded by Capt. Matt Peasley and later by Capt. Tom Haugen. Peasley tells of stormy trips in the coastwise lumber trade with 16' deckloads.

MORE INFO. BOOK #35 Page 46.
MORE INFO. BOOK 35; Page 17

In Mar. 1952 she was bought by a Frank Pedersen who found her sound and put her back in commission for a cruise to the south seas. Pedersen was a boatswain on the Liberty ship "George Walton" which burned off Wash. coast.

M.D. Mar. 15, 1952

See page 58 Book 37 for more info.

Also page 64 in Book 37.

More info. PP. 34, 38, 39; Book 41;
Some history and info. Album 48; pp. 8.
Owned by Robinson Fisheries, she is moored (1/13/1956) at the north end of Lake Union.

Before entering the codfishing trade, she was a lumber schooner. Early service in coastwise trade. In War I, she made a voyage from Van. B.C. to Fiiul Islands in South Seas.

58 yr. old sch. was formerly commanded by Capt. Matt Peasley, who some years ago visited her moored at Fishermen Wharf in Seattle. He was greeted by Capt. Tom Haugen, who was then master on her. Pointing to an ancient desk and chair, he sat down and told of stormy voyages in the coastwise trade with 16foot deck-loads.

8/26/1947 Navy tug goes to aid of "Wawona", which is low on supplies after trying to get thru Unimak Pass from Bering Sea. Owned by Robinson Fisheries,
1. Some info in 1947 DIARY Page. Feb. 10
   MORE INFO. BOOK 36; Page 17

2. Being burned for scrap (Pict.) (Book 39; pp. 39)

3. Bow view of her on the beach. (PCA--7)

Emp. 8/25/1923/6 Bark "W.B.Flint" hit an object 200 miles out to sea and is making water in her holds at the rate of 8 to 10 inches an hour. She made Chignik and had to be beached for repairs.
1. Stbd. broad, speed, good. (Magazine cut)
2. Stbd. broad, still, good, (Magazine cut)
3. Stbd. half-breadth plan. (Magazine cut)
4. Stern view of launching (Porthole)
5. Stbd. broad; just launched. (Mag. cut.)
Launched from Lake Wash. Shipyards July, 27, 1929
1. No picts.
Built 1892 at St Michael, Alaska 250 h.p. steam.
400 gross; 200 net; 175' x 28' x 4'
Full name is "Portus B. Weare"
Four pictures 5x7 before she wrecked in Deer Hbr. and one after she hit.
WEDELL FOSS

Diesel tug.
Ex "Neptune"

1. Many picts. as P.S.T.&B. "Neptune"
2. Stbd. bow, speed; racing "Wando" in 1952 races
   Page 14, July 1952 P.W.B. Mag.
4. Stbd. bow; speed; racing "Wando" (Porthole)
WEIDING BROS


1. Stbd. qtr. bad list, sea running, Gambier Island.
Built 1909 at Tacoma as a Halibutner. 211 gross; 120 net; 105.5' x 21.4' x 11.9'. Lost 1915 in Hecate Straits. (Check ?????)

Blue Book for 1914 shows that she was wrecked on White Pt., Graham Island, B.C. There was 34 people on board and no loss of life.

Registered as a fishing vessel. 250 h.p.

D.A. Disp. 3/6/1912 The str. "Weiding Bros." of the Weiding Independent Fish Co. of Seattle was in Juneau today.
WEISSENBURG

1. Pict. and info.

German M.S.
1954

Album 43.
1. Stbd. bow, resting on bottom, up-right, in Columbia River after being rammed. Tug "Melville a/s."
Emp. 5/29/1922 "Welch Prince" and "Iowan" collided in Columbia River near Altoona, Wn., early today. Seven men were killed on the "Welch Prince" which sank.

Moving down the Columbia River in 1922 when she was rammed by the "Iowan" of the American Hawaiian Line, and nearly cut in two. Seven of her crewmen were drowned. In the aftermath of the wreck she was so tightly wedged in the mud that it could not be raised and several months after the incident, had to be blown up with dynamite when she became a serious hazard to navigation.

She was owned by the British Prince Line of England.

M.D. 11,19/49

(Note: A successor of the same name and owned by the same company was operating to the Pacific N.W. in 1949)
Port broad, in Ketchikan Harbor.
The Admiral Line has chartered the str. "Wellesley" for use in their Alaska trade.
WELLESLEY
Pacific Coast Wooden Steam Schooners

709 tons, built 1907 at Prosper, Ore, by H. E. Heuckendorff, for a single-ship company managed by W. C. Tibbits, of S. F.

Carried 800-M ft. and had a 425 h.p. compound eng.

Sold in 1920 to the Mexican Fruit & S.S. Co. New Orleans. But in 1925 came back to S.F. under the ownership of J. R. Hanify.

Was laid up at S.F. in Aug. 1928, and was still at Sausalito in 1941.
1. No pics.
She was in Skagway May 7, 1901 with a load of 2500 tons of coal from Comox, B.C. Still on the run 11/22/1906 when she was due at Skagway with Comox coal.

Possible that this vessel and the one listed in 3 x 5 files as a coal barge is one and the same. Could be another reportorial error...
1. (Info. only)
2. VG porthole pict.
1. Stbd. bow backing slow. (Porthole)
1. In Tongass Narrows; War paint; (Album 28)
WEST COAST
Wooden Steam Schooners of the Pacific Coast

179 tons, built 1885 by C.G. White.
Last listed in 1891.
WEST COAST

Wooden steam sch.
"Robert C. Sudden"

1. No pics.
See info. on "Robert C. Sudden"
1. Stbd. broad, speed, Lake Union.
2. Stbd. broad, still, Portland Hbr. (Magazine cut)
Built in 1930 at Albina Engine and Mach. Wks. Portland. 77' 6" x 12' x 8½' and has a 150 h.p. Atlas Imperial Die. Sold recently by the Coast and Geo. Sur. to Capt. John A. Pym and renamed the "Arcturus"

M.D. for May 15, 1948 says she was chartered to the Union Oil Co. for Exploration on the Alaska Peninsula.
1. For pics. and info. see card on "Shaver"
4. To become cafe. BOOK 44; pp 50
1. Port broad; slow. (Book 33 Page 28)
2. Pict. and info. (Book 41; pp. 6)
Some info. in Book 37; page 64
Was in Juneau for several days in last week Oct. 1967 and finally went on to Ketchikan. See K.D. News story on her (Oct. 31, 1967) filed under OIL DRILLING RIGS, ETC. in Lg. G.S. Files.
1. Nearly bow on, speed. (Porthole)
2. Stbd. broad; still in stream. (Mag. cut) Book 33
Built just before 1938 sometime. In 1938 the 81' vessel left Puget Sound for the East Coast and arrived at Gloucester, Mass in early July 1938 to introduce western built boats on that coast and to try to fish tuna.

On her were Capt. Hervey Petrich, Martin Petrich, Jr. and James Peterson all of Tacoma. The vessel was built by Petrich (Western Boat Building Co. of Tacoma)

Shortly before War II she was sold to interests in Newfoundland and during the War she was used by the Br. Navy as a patrol boat and saw action in Dunkerque and in various patrols in the Atlantic Ocean.

Recently she was back in the news. Chartered from Newfoundland by U.S.F.W.S. to again explore Atlantic for tuna. Prices are low (6¢ per lb. on Eastern markets) or about one third of prices on West Coast and less than half of what we pay for Jap tuna. Her present skipper is Sam Braco of San Pedro.

M.D. Aug. 4, 1951
WESTERN KING

Big new freezer ship
1957

1. VG. pics. and info. (Pac. Fish. May 1957 pp 18)
1. Stbd. bow, being handled by two Foss tugs. (Mag. cut)
WESTERN PIONEER
Kimbrell-Lawrence Co
(Aleutian trade)

1. Picts. info. Lg. G.S. File under ALASKA SHIPPING
S.P.I. 2/8/1968--(Don Page) "Due into Bellingham, Wash. at end of her first full trip since she ripped out her bottom on rocks in the Shumagins. The heavily built, wooden, 185' vessel picks up crab and fish from 27 Alaska outports between Seldovia and Dutch Hbr... On her Shumagin mishap, last Nov. (1967) she banged up her hull pretty badly and ripped out 75' of her starboard keel. Yet, she completed her voyage before heading to Seattle for a 5-week, $100,000 stay in the Lockheed yards. The WESTERN PIONEEER survived the grounding because she is of wooden construction--it is conceded that a steel hull might not have made it.
Cannery tender.

1. Stbd. nearly broad; small tug "Wasp" astern. VG
2. Port. broad, crossing out over Niti Nat bar.
   Scenic Album 22.
WESTERN SEA

Al Greenwald's seiner
Ex "St. John"

Pict. and short article Pacific Fisherman June '58 pp 29
1. Stbd. broad sails set.
1. Port broad by banks of Frazier River.
1. No picts.
One of the famous Moran Fleet. She was lost near Cook Inlet enroute from Seattle. Indians salvaged lumber from her wreckage to build a church at Katmai. (See 'Yukon Voyage' by Walter R. Curtin)
Staley's tug.

1. Stbd. broad; VG at Juneau ferry float. (PCA--7)
WESTERN STAR
Columbia River tug. '57
Western Trans. Co.

See info. in Lg. G.S. File under COLUMBIA RIVER TUGS (Mod)
WESTERN TRADER  No. 220,754
Small steel Frt. trader.

1. Std. broad, speed, Seattle waterfront.  VG.
2. VG Pict.  (PCA-10)
3. VG. wrecked on Maud Island, B.C. (In WHITE WATER by Wilson F. Erskine page. 240)

Info. Book 30; Page 74  ex "Kailua"
                         ex "Casco"
                          later "Baranoff"
Built Rebuilt 1920 at Long Beach Calif
Gross: 172 Net: 120.1' x 24.1' x 10.6' 200 h.p gas.
Owned by the Wash. Fish and Oyster Co. was in Ketchikan Jun
June, 9, for engine repairs when one Atlas-Imperial diesel
burned a bearing in Queen Charlotte Sd. Skipper is Egil
Erickson who formerly owned the "Sundee" and his Mate is
Bill Erskine. She will be used to carry canned and frozen
fish from the company's plant at Port Williams to Seattle.

Empire May, 22, 1933. says Capt Harry Crosby bought
"Kailua" from Inter-Island Navigation Co. of Honolulu. Was
formerly trading vessel "Casco" which Robt. L. Stevenson
roamed south Pacific 40 years ago. Crosby had owned her
once before this and had sold her to Capt. L. Wick of S.F
for use in the south seas copra trade. Later sold to gold
seekers and used in the Arctic.

Sept. 28, '48 she picked up some of crew of LT 822
wrecked on Herbert Reef and also took floating dry-dock
of Engrs. (Juneau) from LT 156 which cut loose to assist
822. On the 29th she developed engine troubles and wired
for help. "LT 156" went to her aid and relieved her of
the tow.
11/19/1941/2 Limps into Juneau with her steering apparatus badly damaged after grounding on Sisters Islands in Icy Straits. Operated by Nelson Brothers of Prince Rupert, B.C. and was outbound for Kodiak with meat and grocery supplies, etc. Will go back to Seattle for repairs.

11/21/1941/2 More on her. Paul Kegle was First Mate.

Union troubles 1956, etc. (NOTE BOOK No. 1. pp 51)

5/13/1945/8 Vessel is being sued for $5911.35 frt. bill by Western Shipping Corp of Seattle for cargo for Yakutat which was unloaded at Juneau and transshipped after the grounding on Sisters Island.
1. Stbd. bow, showing damage to bow after collision.
Rammed and sunk the large passenger liner "Governor" off West Point, Puget Sound on April 1, 1921. Collision occurred shortly after midnight on a clear night—the accident being witnessed by the light keeper on Point Wilson—about a mile off shore. The "W.H" was bound from Victoria, B.C. to Bombay, India. She was built 1919 at Portland, Ore. 6167 Gross: 3835 Net. Crew of 46 men. 410' x 54.2' x 27.6' Had a badly damaged bow but made Pier 1 Seattle O.K.

Emp. 7/23/1921/ License of Capt. John Alwen, suspended.
1. No pics. under this name.
See card on "Charles Christensen"
WES T IVIS

PHP. 1. Steel steam schooner.

1. Stbd. bow, still in stream. (Porthole)
Some info. on adjacent file card.
Info. in Book 36; Page 52.
WEST IVIS

Steel St. Sch.

Built 1919 at Seattle, Wash.
Dimensions: 410.5 x 54.2 x 29.2 Gross 5866
Net 3634

Power 2500 h.p.

Missing with all hands in the Atlantic during the second World War.
1. Port, broad, aground, up-right with deck load of lumber. Seas beating on beach. Had been grounded in ground swell and heavy fog on Pescadero Point July, 9, 1937.
Wrecked in Calif. and later sold to Norwegian interests.
WESTMOUNT
1918 Shp. bd. vessel
"Pacific Redwood"

Have envelope on her in Lg. G.S. File under SHIPPING BOARD VESSELS
WEST NILUS

PHP. 1. Steel st. schooner.

1. Stbd. broad, assisted in stream by tug. (Porthole)
Ended up being scrapped at the Normandy beach-head in World War II. Was part of the breakwater.
INFO. IN BOOK 36; Page 44
1. Port bow, at Pier. (Magazine cut)
Former unit of the McCormick S.S.Co. and familiar to the sound---she was sunk in War. II by German submarine shell fire. Her master and three of his officers were killed. The sinking was early in 1942 in the Western Atlantic.
1. Broadside. (Magazine cut) As she was in 1913
Back in 1907 she was the pride of the inland waters, packing passengers and cars etc. from Seattle to Luna Park in conjunction with the "City of Seattle" ferry.

Now stripped of her engines and gear she lies peacefully among the log booms in peaceful Quartermaster Harbor on Vashon Island.

MORE INFO. BOOK 36; Page 71
1. Port broad, speed, good. (Magazine cut)
Tender of Cook's Inlet Pkg. Co. New Model 6R13
1. Stbd. broad, still in far west Alaska. (Mag. cut)
2. Stbd. broad, speed, flags. (Mag. cut)
Built
96 Gross; 86' long x
Emp. 10/23/1926/6
Capt. Edgar R. Snyder of the cannery tender "Northland" libeled the "Westward". Claims he found her disabled and drifting in the Gulf of Alaska with Church and family on board and towed her for 48 hours to safety in Controller Bay. Wants salvage claim honored.
WESTWIND

U.S.C.G. Icebreaker

1. Pict.

Album 43.
1. Bow view; at dock.
Emp. 5/16/1921. Alaska bound motor-mch. "W.F. Burrows" from S.F. reported herself in distress yesterday but was still afloat today. Has 15 man crew.
Port broad, still in stream. Crowd on deck. VG.

Stbd. broad, speed, distance, in same pict. with "Minnesota" P.C. Album 1.
D.A.Disp. 1/27/1905 pp.3; Str. "Majestic" has been remodeled and renamed "Whatcom"
1. No picts.
Built 1898 at Ballard. Grounded on the Yukon Flats on her first trip. Bought and dismantled by the Alaska Commercial Co. in 1900.
Burned skeleton on beach, inside of old Sd. frtr. "Transport" from port bow. At Oak Hbr. May 9, 1911.

Stbd. broad, smouldering on beach in Oak Hbr.

Just a skeleton on beach in Oak Hbr. Scenic.

Stbd. bow, still. Good. (Magazine cut)

Stbd. broad, speed. (Porthole)

NOTICE: Numbers 4 and 5 above are probably pict's of the second vessel of that name used on the Sound. See card on "Rosario"
Built 1907 at Coupeville, Wn. 192 gross; 130 net; 110.4' x 21.7' x 6.9' Pass. crew of 6; She burned at Oak Hbr. Wn. May, 9, 1911. Two of the 10 on her were burned to death.


Final role was on the Mukilteo-Columbia Beach route while ferry "Beeline" Capt. B.H.Lovejoy took over her former run. (THIS LATTER INFO. MAY BE FOR ANOTHER VESSEL OF THE SAME NAME)
1. See adjoining card
2. More info. (Converted to cannery ship) Book 44; pp 3.
Never a big success as a pass. hauler she has found a niche—ignominous as it may be. Now a cannery ship and is having better luck being filled with fish than with pass.

Eugene Sheerer and son Robert operate her as the Sheerer Canning Co. and had the old ferry revamped this spring. Equipped her with two steamers and two retorts and she now employs about 20 fish processors who are able to can up to 400 cases of fish per shift.

The cannery ship is located at the 14th St. dock, near the same spot it used to land around the turn of the century when it was the link between Everett and Langley. The ship is concentrating on salmon now and will be busy on them until Dec. Then they plan to can shellfish.

M.D. Sept. 25, 1954
WHITE BEAR

Old gasboat.

1. Stbd. broad, in cradle on beach near Norway Pt.

2. Two good views nearly awash on 20' tide. 10/2/48
WHITE BEAR

New tug 1958 for use on Kuskokwim.

1. VG mag. pics. and info. Lg. G.S. File under ALASKA TUGS
2. Pict. of launching, etc. PWB July 1958 pp 6
195 tons, built 1886 at S.F. by C.G. White for the L.E. White Lmbr. Co.

She had a compound engine by Hinckley, Spiers & Hayes and a rated lumber capacity of 225-M ft.

Was afloat until about 1910.
1. Stbd. broad at Coast Guard dock, Ketchikan.
1. No pics.
2. Port near broad; near river bank. (P.56; Feb. 1952 SHIPS & SAILING)
4. VG mag. cut in FIVE Finger Rapids. (Lg. G.S.File under YUKON RIVER STEAMERS)
5. PICT. BOOK 31; pp 14
Built at Whitehorse in 1901 by the Bennett Yukon Nav. Co. 1120 tons. Rebuilt in 1930 and still in service in 1945. Familiarly known as the 'Old grey mare'.

See story on Yukon River steamers in SHIPS & SAILING Feb. 1952 Pages 52 to 56.)

Launched May 30th 1901 at Whitehorse for the White Pass & Yukon Co.

LAST of sternwheelers on the Yukon quits. See pp 24 in Oct. 1953 P.W.B.

More info. on her----Book 41; pp. 40.
1. Four V G. of her beached on Lawson Cr. flat. 5/12/56 (PCA--7)
See card on OLSON, DIANE in People files.
P.F.1/1/57/pp39  "White Light" Ole and Diane Olson arr.
Seattle from Alaska in Nov. 1956 to spend winter.
Live on their boat in Salmon Bay.
1. No picts.
Built at Fairbanks in 1905. 194 tons; Passed to the Alaska Railroad in 1927. Was at Fairbanks in 1944.

In charge of Capt. Murray 7/14/1906

10/3/1907 Skagway paper says the independent str. "W.S." broke down on the Yukon and Canadian steamers would not heed her distress signals. Trouble occurred 10 miles below Tantalus Post, Carmack's roadhouse. "Whitehorse", "Casca" and "Bonanza King" offered to take pass. but not to tow her. She ran 107 miles more under her own steam and finally had to stop in the 30-Mile River due to current and head winds. The "Bonanza King" took her pass to Whitehorse. The Canadians answered that the "Whitehorse" was partially disabled herself and the other two strs. were towing barges.
1. 3 Good pics. of her (Soboleff Negs.) Book 38; pp 50.
2. VG Anchored at Killisnoo Hbr. 1904 (PCA--7)
Built 1898 at Seattle, Wn. 67 gross; 34 net; 69.4' x 16.3' x 8.3'.

A later Blue Book lists her as No. 81607 and built 1898 at Seattle.
1.

Steam schooner
2/5/1946 Gale hits coast. St. sch. Whitney Olson" lost one man and had to jettison her deck load in gale. Two fishing boats also reported to have foundered.
W.H. KRUGER
Pacific Coast Wooden Steam Schooners  Lyman

469 tons; built 1899 by J. Lindstrom at Aberdeen.
Her first owner was given as O.C. Haslett, of S.F. and was taken over by Swayne & Hoyt four years afterwards.
Had a compound engine from the Fulton Iron Works.
She foundered off Point Arena, July 11, 1906.
W. H. McFADDEN	Ex ATS beer-barrel tug.

1. No pics.
5/12/1947 8 men lost when tug founders. etc. 
Story of sinking. Etc. ALBUM 30; pp 77
W. H. PEABODY

UNIT OF WEYERHAUSEN S. S.

Info. Lg. G.S. File under WEYERHAUSEN S. S. CO.
1. No picts.
See Ida May
Emp. 3/12/1925/2 Capt. Wallace Langley bought the str. "W.H.Tupper" and will place her on the Seattle to Bethel run. Bought her in New Orleans.

NOTE: TYPOGRAPHICAL ERROR Add this info. to card on the "W.M.Tupper" in this file.
WIDE WEST
Old P. Sd. Wet-ass
From Lewis & Dryden.

1. Stbd. broad, slow. (620 neg.)
Built in 1877 at Portland, Ore. for work on the Col. River. Went into the boneyard in 1887 and her house and fittings were transferred to the new "T.J. Potter" but not her engines. Her hull was then sold to the old Puget Steam Lighter Co. and she was fitted with small propellors. She was lost on Destruction Island in Dec. 1889.
WIDGEON

Patrol vessel
U.S.B of Fish.

1. See fair pict. (distance) in pamphlet "ALASKA THE 49th STATE IN PICTURES" page 48
Hit the rocks at Russian Reef Oct. 12, 1929, and sustained some damage. At troller and the Indians on the boat "Merrimac" reported her wrecked completely which later proved untrue as she floated off and proceeded to town under her own power. The incident occurred Oct. 12, 1929.

I decked in this vessel in the summer of 1928 under Capt. Greg Mangan. Cecil Wehrich was in the engine room and Harry Decker was cook. She had two Red Wing gas engines.
1. Have pics of her as latter two names.
4/27/98 papers say she arrived in Juneau Apr. 21st '98 from Shakan with a barge load of lumber.


ALASKAN (Sitka) 8/22/96 Capt. L.W. Smith she handily towed the bark "Marion" to sea.

D.A.Disp. 2/6/1913 says she was a unit of the Alaska Pkrs. Assn. until sold in 1912.
1. No picts.
Built in Coupeville, Wn. in 1898 124 tons; Was on the Koyukuk in 1899 then went to Whitehorse in the fall of 1900. Operated under Canadian registry by Langley and Andvik. Back to U.S. registry in 1904 and sent to the Tanana River. Was at Nenana in 1945

3/15/1907 Capt. Wallace Langley her owner, bought the str. "Monarch". He bought the str. "Tana" from E.R. Peoples in 1906 and was having her rebuilt on Lower LaBarge this year.
1. No picts.
Built in Alameda, Calif in 1892; 121 tons.
WILDWOOD

Old sailing bark.

1. No piets.
Juneau City Mining Record Sept. 19, 1889 says she was wrecked at the mouth of the Nushagak River, Alaska on Aug. 9, 1889 and became a total loss. Had 105 bbls. and 30,000 cases of salmon on board. Capt. Colson and 11 of his crew stayed to salvage what they could of the cargo while the remainder of her crew came back to S.F. on the barks "Election" and "Will W. Chase"

2/16/'89 ALASKAN (Sitka) says she and the "Electra" were added to the Alaska Salmon fleet this year.
ALASKAN (Sitka) 8/7/’89 mentions that she burned 'several years ago' and her engines went to the st. sch. "Leo"
WILDWOOD
No. 137025
Small old frt. and pass. and later tug.

1. Port, broad, still in stream, lots of smoke. G
2. Stbd, broad, at old Union Wharf as tug. G
Built 1902 at Houghton, Wn. 80 gross; 54 net; crew of 3
104' x 18.5' x 3.2' Pass. She burned at Seattle, Sept
19, 1910. She was originally named the "Emily Keller"

I find that there was two vessels of this name on the
Sound---the picts. I have may be of the vessel I describe
below:

Built 1884 at Ranier, Ore. for the Johnson Bros. to be
used on the Ranier-Portland run. Capt. Johnson was killed
on her trial run and the ship changed hands and went to
Gray's Hbr. In 1886 a Capt. Thos. Grant bought her and
took her to the Sound and that same year sold her to
Morgan & Hastings of Port Townsend who used her on local
runs. In 1905 she was converted to a tug and a few years
afterwards was sold to Short Bros. who wore her out in
1920---her hull was abandoned at Ballard.
A.R.M. 8/16/1901 pp 3; tells of the wreck of the collier "Willamette" four months ago in Baynes Sound. Says she broke in two. Robert Moran of Seattle went out and accomplished the 'impossible'. He raised her, hung the two halves together, installed a Seattle boiler on deck, got up steam and ran her on to the Moran yards in Seattle.

A steamship of this name mentioned in Lewis & Dryden, may be a different vessel, but at any rate the vessel of the name mentioned as the first steamship on Elliot Bay to have electric lights was the steamship of this particular paragraph.....
A.M. Rec. 9/15/97 says she brought a full cargo of coal to Treadwell today.

4/25/98 she was in again at Treadwell and left for Seattle

7/18/1902 she was bought by the Pacific Coast S.S. Co. and was to be named "Montana"

She had been wrecked near Nanaimo, B.C. in summer of 1901

See card on "Montara"

2562 gross; 1695 net; 315.6' x 39.2' x 12.8'; 1609 h.p.

Built 1881 at Chester, Pa.

ALASKAN (Sitka) 9/18/97 says the P.C.S.S. Co. were to operate her and the old "Geo. W. Elder" from Portland to AAA

ALASKAN (Sitka) 10/16/97 says she arr. Sitka on 11th with 850 tons coal.
903 tons, built 1911 at Fairhaven, in the Bendixsen yards for the management of the McCormick Lmbr. Co. S.F. Carried 900-M ft. Had 700 triple-exp. engine. About 1930 she was sold to the Calif. Whaling Co. who renamed her the CALIFORNIA and fitted her with gear for boiling down blubber and also with cold storage space for whale meat, which was canned for dog food at Long Beach. In 1940, after several years of idleness, she was bought by the Oliver Olsson Co. and went back into the coasting lumber trade as the SUSAN OLSON. She foundered off the southern coast of Oregon in Nov. 1942--her crew of 25 being picked up o.k. Emp. 7/13/1922/6 She and the "Northland" were aground on Whidbey Island today in heavy fog. Both refloated later sustaining no damage.
WILLAMETTE CHIEF
Old Col. River Wet-ass
From Lewis & Dryden.

1. Stbd. near Broad, speed. (620 neg.)
Early Pacific Coast passenger steamer.
Lewis & Dryden

1. Stbd. broad, speed near mud flats.
WILLARD A HOLBROOK

Large transport.

1. Stbd. broad, slow, P. Sd. as ATS.  VG
1. Port bow, on beach, near weeb house, Taku cannery.
2. Several good pics of her as she was when I worked on her at Taku Cannery; in my first Album.
1. No picts.
2. Fair pict. with several others at winter quarters in St Michael 1918 (A.S. Oct. 1957 pp 29)
3. VG Pict. STEAMBOAT BILL Summer '59 pp 44.)
Built in Ballard in 1901 by the North American Trading & Trans. Co. 983 tons of palatial stern-wheel steamer. Most luxurious steamer on the river—hand paintings on door panels—plenty of ginger-bread work, etc. She was on the ways at St. Michael in 1944.

NOME NEWS 10/23/1903 reported her and the "John J. Healy" both 'total losses' in ice during storm near St. Michael.

Was towed to St. Michael in July 1901 by the steam tug "Tatoosh" Capt. Bolong, for the N.A.T.&.T.Co. Cost $100,000. to build.

D.A.Disp. 3/23/1904 N.A.T.& T.Co's. str. "Will H. Isom" built two years ago for $250,000. stranded between the mouth of the Yukon and St. Michael, late last fall, is reported in a 'perilous position'. She has been turned over to the underwriters.
1. Stbd. near broad, speed. (Mag. cut)
2. Stbd. bow, towing gravel barge in L. Wash. Ship Canal
| 1. No pict. |
Capt. P.A. McDonald she arrived at Port Townsend from Honolulu, under sail, Feb. 5, 1878 in 11 days and 13 hours.
WILLIAM BOWDEN
Old 4-masted sch.
Alaskan

1. No pics.
She was at Unalaska May 23, 1893, unloading coal.
WILLIAM BROWN
Old American merchant
sailing ship.

1. Hits ice-berg in Atlantic: story; (NOTE BOOK No. 24.)
1. Stbd. bow, at pier. (Porthole)
Built at the Union Iron Works yard of S.F. in 1913 1600 tons with 1450-M feet lumber capacity was built for the Loop Lumber Co. of S.F. She had a triple expansion engine of 1200-hp, made by the builders. Until 1915 she was owned as a singleship corporation, then becoming the "Santa Rita" of the Grace S.S.Co. In 1922 she was bought by A.F. Mahoney of San Fran., and a year or so later was lost on the Oregon or Washington coast.
1. Good pict. towing large ocean liner "Uruguay" with other Moran tugs assisting. Cover Jan. 1951
WILLIAM DOLLAR

4-masted bark

1. Good pict. page 329 HIGH TIDE
1. No picts.
Originall built for German owners in Germany and named the "Alsterberg." She served the German, French and U.S. flags in turn.
1. Stbd. bow speed. (Magazine cut)
Emp. 12/6/1921/6 Str. "Wm. Donovan" hit bottom on Grays Hbr. Bar and made port in a leaking condition.
2204 tons, was built at Seattle by the Elliot Bay Shipbuilding Co. for Norwegian owners as the "Kirketind". She had two 500-hp 8-cylinder Winton diesels driving her twin screws. In 1920 she was bought by the Donovan Lumber Co. and renamed the "William Donovan", having a lumber capacity of 1600-M feet. She was laid up at Alameda in July, 1926, and was scrapped there in Dec., 1940.
Stbd. bow at Brown's Wharf—"Nellie" a/s
With other sailing ships in Bristol Bay.
Port bow, some sail, anchored. (Mag. cut)
1930's she sailed into Boston harbor two months overdue on a trip from San Pedro, Cal., to Boston. She was virtually given up as lost by shipping men. Had been becalmed for many days in the tropics after being buffeted by severe storms.
923 tons, built 1907 at Hoquiam for the Pacific Lmbr. Trans. Co. Probably came from the same shipyards as the TEMPLE E. DORR. Carried 850-M ft. and had triple expansion eng. Sold in 1916 to the Mengel Box Co. Pensacola, Fla. and Louisville, Ky, and was burned at Port-of-Spain, Trinidad, Nov. 10, 1918.
1. No picts.
A stern-wheel steamer built and operated by the Alaska Commercial Col in 1929.
WILLIAM J BRYANT

Old Gold Rush sch.
Later str. "Dode"

1. Good pict. under sail. pp. 8; Oct. '54 A. Sportsman.
WILLIAM H. SMITH

Sailing ship
Floating cannery

1. No picts.
2. VG. Mag. cut as floating cannery, or cold storage plant. (PCA--7)
In 1911 her tonnage was 2485 after she had been converted to a floating cannery. In 1919 she was refitted and tonnage lowered to 1957 tons. At this time she was re-rigged as a schooner.

MORE INFO. BOOK 35 Page 21

D.A.Disp. 8/16/1916 pp.5 Sprung a leak in a storm off Cape Decision while being towed from Boat Hbr. B.C. to Unalaska with 2100 tons coal cargo. Brot to Juneau to wait orders from B.C. Being towed by tug "Daring"

D.A.Disp. 8/23/1916 pp.6 Whole coal cargo of leaky barge "W.H.Smith" bought by H. Shattuck of the Alaska Supply Co. and unloading is now being done.

Emp. 6/6/1921 Sch. "Wm. H.Smith", Capt. P.N.Jensen, ran into a whale off the Oregon Coast during the night and knocked the crew to the decks. When daylight came they found blood on the decks and on the sails.

Emp. 9/20/1922/6 4-masted sch. "Wm. H. Smith" pict. and story of her 43 days of hardships. V.G. etc...
WILLIAM HUNTER

Sm. old cabin str.
Screw type. From
Lewis & Dryden

1. Port broad, still: on Lake Slocan, 1892
1. Port broad at old dock.
1. In Ketchikan harbor escorting the Princess May.
D.A.Disp. 8/31/1910  Lg. Canadian salvage tug "W.J." arr. Juneau last night and was out today to assist the "Santa Cruz" with the salvage operations on the "Princess May". On board are Captains, George, Harris and Connell.

D.A.Disp. 9/19/1913  Rumored that C.P.R. has bought the Dominion chartered Fisheries Protection cruiser "Nw. Jo." at present owned by the B.C. Salvage Co. of Esquimalt, B.C. She came out from the 'Mersey' about 5 or 6 yrs. ago, where she is well known.

M.D. 1/14/1956 (Jan. 7th) — Became C.P.R. tug "Nitinat" and ended her days in 1925 as the Pacific Salvage Co.'s "Salvage Chief" wrecked on Merry Island in Welcome Pass. See story on pp. 46 in Book 39.)
WILLIAM J BRYANT

Old Gold Rush sch.
Later str. "Dode"

1. Good pict. under sail. pp. 8; Oct. '54 A. Sportsman.
Very good account of her in a story by Fred Cline as told to Paul Taylor in Oct. 1954 Alaska Sportsman. Mag.
1. No picts.
WILLIAM L BEEBE
3-masted schooner.
Lewis & Dryden.

1. Wrecked: Stbd. broad; waves on shore.
See page 66---Book No. 35
1. No pics.

2. In Tongass Narrows; war paint. (Album 28)
WILLIAM LUCKENBACH.

PHP. 1. Steel steam schooner.

1. Stbd. near broad, speed. (Porthole)
3/2/1946 Terminal Dock in Van. B.C. had a 20' hole in its planking after the Wm. Luckenbach got out of control and rammed it while docking there recently. It was the vessel's first trip to Vancouver, and because she was light, it was difficult to maneuver.

After ramming stern first into the wooden jetty, it was believed her propeller was damaged. She grosses 6939 tons and was formerly a German liner...
WILLIAM MCKINLEY
Old Yukon wet-ass

1. No pict.
Wrecked during storm at Cape Nome Aug. 8, 1899 along with four other steamers.
1. Port broad, slow. (Mag. cut)
2. Port broad, spwed, New York Hbr. (Wm. J. Moran)
1. Port bow, dismantled, being towed a/s by "Wanderer"
Built 1902 at Ballard, Wn. 1204 gross; 1062 net; 211.7' x 42.3' x 16.5'

Former Cable barge. Ended up being sunk for a breakwater at the mouth of the Nisqually River, along with tug "Wanderer" and codfisher "John A" (Perry Moore)

See HIGH TIDE---by Calkins for story of jinx trip.


Emp. 11/17/1923/6 She was towed to Juneau last night by the steam tug "Daniel Kern" and will be loaded with lumber for the States. While the tug is waiting she will tow the bkt. "Russel Haviside" to sea at Cape Spencer.

Emp. 11/22/1923/6 "Wm. Nottingham" towed south today by tug "Daniel Kern"
1. No picts.
Second str. of the name. This one was built on Lake Bennett to replace the former vessel of the name. She ended up at Taku, B.C.
1. No picts.
First ship of the name. Existance definitely established but no other information.
WILLIAM R. MACY

Old sailing ship.

1. No picts.
Rams into tug "Wanderer" while being towed to sea.
(NOTE BOOK No. 27; pp 113)
L. THOMPSON
Large Freighter.

1. Stbd. nearly broad, foreward, a/s pier showing dented bow after collision.

Dec. 23, 1954: This could be the same as the vessel in this file under "WM. L. THOMPSON"
WILLIAM TAYLOR
Sailing-barge.
B.C.L. 1097

1. No pict.
M.D. Apr. 22, 1950 says after months of idleness in Lake Union she was towed down to pier 51 by her new operators, Del Mar Food Products Co. She was fully refrigerated. Built 1917 at Brunswick, Georgia. 209' long. Her former owners were Pratt's Fresh Frozen Foods Co.

MORE INFO. BOOK 36; Page 73
Built at Seattle in 1898. A 93 ton stern-wheel str. She operated on the upper River in 1899. Caught in ice near Selwyn in the fall of 1899 and became a total loss.

Built 1898, Seattle. 95G- 51 net; 75' x 16' x 3.1'
Port bow; at dock.
See pict. of her remains in PACIFIC FISHERMAN Nov. 1957 page 29. Tells of her loss there---briefly is all.
1. Port bow, topsails furled; (Magazine cut)
M.D. 11/2/1963—"As a barge, in 1942, she got away from her tug and went ashore in Quatsino Sd., off the B.C. Coast."
1. Plenty of pics, etc. in Lg. G.S. File under COLLISIONS
1. No picts.
Operated by the Willey Nav. Co. Built for Capt. W.H. Ellis, intended for the Nooksack River and named for his son William. She was 65' x 15' and had two full deck-houses and a wheel-house on top. Very slow and noted for a perpetual port list. In 1896 she was succeeded by the larger and speedier "City of Shelton"
1. No picts.
This ship is not to be confused with the "William Irving", a ship with a similar name lost in 1894 on the Fraser Riv. The "Willie Irving" is reputed to be the first ship to run the famous White Horse Rapids—doing so in 1899 (Oct.) Commanded by Capt. Ed McConnell. Some time after this episode and before Oct. 27, 1899 she was wrecked somewhere on the Yukon. (ALASKA MINING RECORD)

(She was built at Portland., and wrecked at the mouth of the Selman River.) Her passengers were transferred to the river steamer "Reindeer" There was no casualties.

MacBride says in his list that she was built on Lake Bennett in 1898 by a Capt. John Irving. Caught in the ice near Selwyn (35 miles from Selkirk) in the fall of '99 and crushed. D.A.Disp. 10/21/1899 Str. "Willie Irving", Capt. Ed McConnell, and built by Capt. Spencer of Portland, Ore, has the distinction of being the first steamer known to have run the Whitehorse Rapids.
WILLIMANTIC

1. Info. on wreck only.

Historic bark. 1853

Book 41; pp 46
1. A picture of the plane crash-up of the Post-Rogers flight.
1. No picts.
See card on "Star of Iceland"
WILL W CHASE  No. 80661
Old sailing bark
Alaskan A.P.A.
1901

1. No pict.
See reverse side of card on bark "Wildwood"

Built 1877 at Rockland, Me. 582 gross; 554 net; 143.1' x 31.7' x 17.6'

ALASKAN (Sitka) 10/12/’89 says 'fishing boat "Will W. Case" (undoubtedly this vessel), of Arctic Pkg. Co. arr. S.F.
WILLAPA
Wooden Steam Schooners of the Pacific Coast

752 tons, built 1908 at Raymond, Wash., probably by John Dickie and was identical to DORIS also built here. Carried 850-M ft. and had 425 h.p. triple exp. eng.
She was owned by Sudden & Christensen until 1916 then sold to New Orleans owners Out of registry in 1917.
Stbd. broad anchored S.W. Alaska waters. VG.
Stbd. broad still in stream; Canadian owners VG
Stbd. broad, still in stream (Mag. cut)

"General Miles"
"Bellingham"

Sale recalls early days of A.S.S. Co.
See Red Scrap Book No. 36. Page 2
Original vessel of the old Alaska S.S. Co. of Seattle founded by Chas. E. Peabody, George H. Lent and associates began her service in 1895 and developed the port of Seattle as an outfitting center for northern prospectors.

More under "Bellingham"

There is a "Willapa" reported by the EMPIRE Apr. 18, 1910 as having wrecked near Ketchikan sometime prior to that year. May be the same vessel and could have been refloated and repaired to become the "Bellingham"

She arrived in Juneau on her maiden voyage Mar. 3rd 1895.

Bellingham and renamed "Bellingham" 1/50 steam in 1917

Bellingham and renamed "Bellingham" 1/50 steam in 1917

Bellingham and renamed "Bellingham" 1/50 steam in 1917

Bellingham and renamed "Bellingham" 1/50 steam in 1917
She left Seattle Mar. 16, 1897 with a full load of freight and passengers—mostly bound for Dyea. Nite of 18th she ran into a gale and snow-storm and then at 02:30 on the 19th she piled up—under very slow speed on Regatta Reef. Capt Roberts was in command. She hung up hard and fast and as the tide receded began puncturing her bottom and making water. At daybreak the boats were lowered and the women and children were taken to Campbell Isl. about 2 miles off. Later the men were also removed and some old Indian shacks were used for shelter. On Sun. the 21st the Str. "Barbara Boscowitz" bound south came by and removed the passengers to Bella Bella. Pilot Jensen went on to Seattle with her and chartered the only available str. in port, the "Edith." He returned to the area, salved what he could and then took the passengers on to Juneau where they re-outfitted and proceeded on to Dyea. Among the passengers was Father Duncan who was returning to Metlakatla with provisions for his new mission. It was ironical that 15 yrs. before this Father Duncan was returning with supplies for Old Metlakatla on the Hudson Bay Co. Str. "Otto" and she
ALASKAN (Sitka) 12/22/'94 of Straits S.S.Co. was to be fitted for and placed on the Alaska run about Mar. 1st '95 to oppose the P.C.S.S.Co. 12/29/'94 Chas. P. Peabody was to be Gen. Mgr. of new P.Sd.-Alaska S.S.Co. Plan to run the strs. "Willapa" and "Allaiance" Capt. Geo. Roberts of the "City of Kingston" was to go Master on "Willapa"

She was valued at $35,000, and was insured for $20,000. Pased to the ownership of the A.S.S.Co. 320 tons. Under lease to the Hastings Steamboat Co. and in 1895 she was operated by them. In 1894 she came to the Sd. and renamed her "Willapa" until 1894. Her dimensions were 160 x 22 x 10. Her gross tons were 1622.222. In 1899 she was sold to the Portland & Coast S.S. Co., who renamed her to the General Will. Her first dimensions were 100 x 18 x 18. On 6/12/1885 the Willapa was originally built as a bar tug on the Willapa bar. She was on the Willapa bar. The Willapa was one of the first vessels on the Willapa bar. She was the first vessel on the Willapa bar. She was one of the first vessels on the Willapa bar.
ALASKAN (Sitka) 4/10/’97 adds to wreck story on Regatta Reef. that Father Duncan was a pass. on her.
1. Port bow assisting "Kalakala" off beach. (Mag. cut)
2. Pict. of nose in Pier. Book 40; pp. 65
WILMAI STRAITS

Canadian tug.

1. Stbd. broad, still in stream. (Mag. cut)
97' long and powered with a 408 h.p. Enterprise diesel. She was recently purchased by the Straits Towing Co. of Vancouver, B.C. from Hi Colville, given a face-lifting and renamed "Wilmai Straits". Her former name was "Sehanâ". (The Co. now has 19 tugs with horse-power ranging from 135 to 1600.)
990 tons; built 1913 by Kruse & Banks at North Bend, for the Chas. Nelson Co. of S.F.

Had a second-hand triple exp. Eng. of 500 h.p. originally built in 1906 by the United Eng. Wks.

She carried 1100-M ft. lumber and is out of registry in the early '30's.
1. No pict.
Built 1896 at Port Glasgow, Scotland 1931 gross; 1856 net; 267.3' x 40.1' x 26.3'
1. In Stephens Passage. Capt. Hank Museth.
2. Stb. bow, down Stephens Passage, different. P.C.A.M.
3. At herring pot in Auk Bay. (PCA--7)
1. No picts.
See "Margaret Wilson"
WILSON

Album 11. 

Old steam tug.

1. Port, bow, near dock; Large "W" on stack.  VG
Renamed and sold to S.F. 1936. (Book 44; pp. 34)
1. Stbd. broad, still, near low bridge, low hills. VG
2. PICT. BOOK 44; pp 40
Was built for the Coney Island trade

Some info. in Book 37; page 37

In July 1869 she took Wm. H. Seward and his party touring around the Sound
1. Stbd. broad, in Ketchikan Hbr. as P.A.F.
D.A.Disp. 12/20/1912 says she was bought by Robert Forbes of the P.A.F. cannery at Excursion Inlet. The P.A.F. also owns the Str. "A.G.Lindsay"

D.A.Disp. 12/13/1916 pp.3 P.A.F. is to operate the strs. "Windger" and Norwood" in their Alaska trade this season. Both are under charter to Portland interests at this time.
<table>
<thead>
<tr>
<th>WINDSOR</th>
<th>New (1953) British Motorship.</th>
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<tbody>
<tr>
<td>1. Pict. only</td>
<td>Book 41; pp 3</td>
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</table>
WINDWARD

PHP. 1.  

1. Std. broad, speed.  (Porthole)
Departed Sitka 5/10/1868 for Unalaska and the Aleutians
Capt. John R. Sands, commanding

Arrived Sitka from S.F. 10/9/1868 as a Russian ship, commanded by Capt. N. Benzemann. 868 tons.


Believe she was wrecked late in Oct. 1868 and her crew and Capt. went into the str. "Constantine"
1. No picts.
Small propeller built at S.F. in 1898. 2 tons. and hails from Circle.
1. Stbd. near broad after reconversion in 1949
2. Looking down her decks after fire, Feb. 1949
Built in 1914 by the Lawley Co. in Boston. Later brought to the West Coast by the Government which turned her over to the Fish and Wildlife Service. Proved unsuitable for their purposes so a proposition was made with Gilbert Skinner of Skinner & Eddy Corp. who agreed to have a boat built for them at Lake Union D.D. and he would take over the yacht.

Purchased a few years ago by L.P. Larsen who owned her at the time she burned. Her engine room was hardly touched by the fire but the cost of rebuilding the house ran about $50,000. She still has her two Hall Scotts for power.

M.D. 10/22/49
1091 tons, built at St. Clair, Mich. by the Columbia Iron Works in 1903. The same company supplied her triple-expansion engine.

1907 brought to S.F. by the Coast Shipping Co. Wrecked without loss of life on Point Arena, July 31, 1909, bound from Everett, Wn. to San Diego via S.F.
WINONA

Small old Foss tug.

1. no pict.
Built in Tacoma in 1907 and passed to ownership of Foss Co. in 1918. 25 gross; 17 net; 57.4' x 12.3' x 5.5'.
Port near broad shoving loaded oil barges on the Columbia River. (Mag. cut)

2. Pict. only

Book 43; pp. 50.
Reputed to be the most powerful tug in the world. Owned by Upper Co. River Towing Co. and is powered with three 1350 h.p. supercharged Enterprise Diesel engines. Designed by L.H. Coolidge.
L. No, Pict. (Have nothing on her but believe that she was a Puget Sound Ferry) M.D. June 10, '50 says she was scrapped at Seattle by Paul Eidsmore.
1. No pics.
2. Stbd. qtr. nose ashore in Col. River. (Page 32; Mar.'52 SHIPS & SAILING)
See story in Mar. 1952 P.M.B. Page 37.
More info. Book 37 Page 57 and 50
1. No picts.
ALASKA MINING RECORD lists her as operating on the Yukon in 1900.
1. Stbd. bow from air; ashore; tugs trying to free her.

(Page 6. Dec. '51 SHIPS & SAILING)
1. No picts.
Wizard

Old steam tug.
1898—Juneau

1. No pict.
She is credited with towing the first full-rigged ship ever tied to a dock in Juneau. Brought the ship "Occident-al" in Apr. 11, 1898.
At dock 1888 at Snohomish with "May Queen"
Built in Seattle in 1883. Laid up in Steamboat Slough in 1894. Sold to Alaskan interests in 1898 and towed north by the tug "Pioneer." She served for two years on the Yukon River. Then in 1900 she went ashore on Cape Nome and pounded to pieces. **Storm lasted from Sept. 1, to Sept. 8, 1900** 229 tons! She is said to have been financed by Alex McDonald the 'Klondyke King'.

**NAME DAILY NEWS** Aug. 2, 1900 says she filled and sank during a storm today. Was owned by Alex McDonald, Dr. LaBlanche and Capt. Ames. Was held in litigation at St. Michael and was to have been turned over to Capt. Talbot today.
1. Stbd. bow loading lumber at Olympia, Wn. (Mag. cut)
Built during War II by Delta Shipbuilding Co. of New Orleans.

441' long. Was used as an oiler during War in South Pacific and later changed to a dry cargo vessel.

Aug. 1, 1951 she loaded 5 1/2 million ft. lumber at Olympia—largest cargo to ever leave that port.

M.D. Sept. 8, 1951
1. Std. near broad. (Magazine cut)
2. Duplicate of above. (Mag. cut)
3. To Kuskokwim. BOOK 44; pp 16.
1852 tons; completed at Jacksonville in 1917 at Merrill Stevens Co. yard. for Gulf & Southern S.S. Co. but requisitioned by Shipping Board.

About 1924 she was bought by Santa Ana S.S. Co. of Seattle and placed in the Kuskokwim River trade until June 1938 when she was replaced by the "Doylestown".

In April, 1940 she was sold to a Scandinavian S.S. Co. and went under Panamanian registry.

Had triple-exp. steam of 750 h.p. made by the Kingsford Foundry & Mach. Wks. 218' x 38' 25'.

Capt. Wallace Langley owned the Santa Ana S.S. Co. and E.B. (Bill) Stone was chief engineer in her until his 82nd year. (In "Santa Ana"

"Doylestown" renamed "W.M. Tupper" which was sold to interests at Rangoon, India at start of War II.

Company used the motorship "Coastal Rider" under charter from Maritime Comm in 1947 and 1948 and now has reached an agreement with Oliver J. Olson & Co. of S.F. to use their 5000 ton "George Olson".

After the "W.M. Tupper" they used the steamship "North Pacific" for several years. M.D. 3/26/49
1. No pict.

ALASKAN (Sitka) 2/27/97 Sold at public auction at Seattle Feb. 18th to Geo. Willey, Joshua Green and Peter Falk for $3050.00 and to be used on Alaska runs.

ALASKAN (Sitka) 8/22/96 as U.S. Rev. cutter, was at Sitka Capt. M.L. Phillips

MORE INFO. BOOK 30; Page 1.

They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore. They were picked up Red. 27 by the "Excell.Mom" and taken to Seattle. The crew had considerable difficulty getting ashore.
Old copy of ALASKA MINING RECORD, Sept. 1899 says she and the "Flosie" were to start soon on the Lynn Canal route, on regular runs——for information see Capt. Tibbets at the People's Wharf.

(May have been an old Rev. cutter)

On May, 22, 1899 she was to commence on the Juneau-Skagway and way ports.

Sometime after the turn of the century she must have gone westward as the EMPIRE Apr. 18, 1910 mentions her as wrecked in past years seven miles from Kodiak...

1/20/'94 under Capt Roath she left the Sound for the first time since 1879 as a Rev. cutter, to search for the missing sch. "Mary Brown."

Steam Whaling Co.

was to make two trips a week. Operated by the Pacific
she started on the Juneau-Skagway run Feb. 12, 1898 and
247 gross; 148 net; 131.5' x 22.5' x 14.2'
built 1873 at S. P., as the U. S. R. C. "OLIVER WOOLCOTT"
2 guns and carried 7 officers and 28 men.
had at S. P. CALL. 225 tons disip. 199 tons registered. Had
built the Revenue Marine Cutter "OLIVER WOOLCOTT" 1873
ALASKAN (Sitka) 5/15/’97 says she stopped at Sitka on May 10th enroute to Orca, Pr. Wm. Sd. Had O.J. Humphrey, Supt. of the cannery there, on board. Pacific Steam Whaling Co.

Capt. O.J. Humphrey, arrived at Sitka.

ALASKAN (Sitka) 12/4/’97 Commanded by Capt. Snow.

ALASKAN (Sitka) 5/4/’98 Went steady on Sitka-Unalaska mail run 6/25/’98

DOUG. ID. NEWS. 4/19/’99 says under Capt. Crocket and Purser Charlie Baker, she was to go on the Sitka-Unalaska run Had been a short while on the Juneau-Skagway run.

D. Id. News. 1/3/1900 Arr. Juneau, Capt. Snow commanding: Capt. Crocket has gone on a tug on P. Sd. and Purser Baker is on the "Golden Gate"

WOLVERINE STATE

C-4 U.S.

1. Pict and info.

Album 43.
1. No picts.
Exactly same information and history as on card on str. "Ning Chow" except for names. This one was built the "Cass" renamed the "Martha" and then "Wo Ning"
1. VG Porthole pict.

Capt. H. Ouderkerk is Master.
1. "Venture" is double-hulled craft. Picts.

In 1928 Gar Wood and Orlin Johnson, his mechanic companion, practicing for the Harmsworth Trophy races with their "MISS AMERICA VI" had narrow escape when the 40' racer disintegrated at 106 m.p.h. Powered with two big Packard marine engines.

More about Gar Wood and his boats in Envelope No. 22.
1. Stbd. bow on N.C.C. ways with Consul D. astern.
2. Stbd. bow in small boat harbor with others.
4. Port bow outside "Prince of Wales" at old lower float in Juneau. (In Framed pict.)
5. Stbd. bow, across float from "Forester" from dock.
6. At Kootznahoo anchorage; Book 38; pp 58
WORLD GLORY

Large tanker.

1. Picts. and info. Album 43.

2. VG in D.D. (ME/Log Oct. '56 pp 57)

3. More VG. pict. and info. (ME/Log Oct. '56 pp 77)
1. No picta.
Last sailing ship built in Ludlow, Wn.
See Book 36; Page 71
1. No pict.
Wrecked at Cape Nome, Aug. 8, 1899 during a storm along with 3 other old River Steamers.
1. Port near broad, Seattle tugs assisting. (Porthole)
D.A. Disp. 11/7/1907 Str. "W.S.P." largest oil tanker in the world, arrived at Treadwell yesterday afternoon, and will discharge 50,000 bbls. oil from Southern Calif. She reported a stormy trip up the coast and showed it in that several life-boats were damaged and her guard was bent and twisted in several places.
1. Port, nearly broad, entrance to Government Locks. VG
   Port near broad, speed. (Mag. out)

2. Racing "Skagit Belle" and "Skagit Chief" 1950
   Page 6 Jan. 1951 SHIPS & SAILING

3. PICT. and late info. (PWB Mar. 1960 pp 16.)
Built at Winslow in 1915 and rebuilt from a wooden hull to a steel hull at Lake Union D.D. Co. in 1941. Her wooden hull was rebuilt once before in 1929.

345 tons/ 350 h.p.  161 ft. long.
1. Pict. and info.  pp. 1.  Album 43
Late (1959) info. Lg. G.S. File under DREDGES
(She is a snag boat used on P.Sd. rivers.)
Port bow still, in stream, as U.S.A.T. VG
Ex. "conemaugh" was sold to Finland in June 1948
Old steam tug.

1. Stbd. broad, speed, Puget Sound scenery. VG
Steel hull—Built 1902 by Moran Co. of Seattle for P. Sd. Tug Boat Co. for ship towing from the sea. In 1914 she passed to the Puget Mill Co. and was used in log towing. Sold in 1919 to Henry C. Peterson of S.F. A sister tug to the "Bahada".
Old U.S. Rev. cutter. Later the "Los Angeles" From Lewis & Dryden.

1. Port broad, speed as the str. "Los Angeles" (620 neg.)
Some info. on her in Book 30; Page 1.
1. No pict.s.
There is a story in the old ALASKA-YUKON Mag. for May 1910 in the Museum library. 'Lizabeth and Mary, wife and 5 yr. old daughter of a young man named Ned Williams were on her when she was blown ashore at Nome in storm of June 1900. He made valiant attempts to save them from shore but unsuccessful. Finally as if in ans. to his prayers he saw the little Revenue cutter "Thetis" move in and rescue all on board.
1. No picts.
Built at Dartmouth, Eng in 1896 a small 8 ton steamer. Shipped to Alaska and served on Snake River. She was wrecked on the Snake in July 1900.