

AN INVENTORY OF MARITIME ANTIQUES AND RELICS
OF THE COOS BAY AREA

REFLECTIONS OF A SOMETIMES FORGOTTEN PAST

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INTRODUCTION

Coos Bay has always been tied to the sea. From the rich estuary's earliest settlement in the 1830s, its lines of supply and communication have been with the sea rather than the hinterland across the Coast Range Mountains.

Even as late as 1915 when the railroad came to southwestern Oregon, the sea, the bay, and the rivers of the Coos Bay region represented the main forms of coastwise trade with California and the inter-community trade from the farms and lumber camps of the interior to the urban market areas of Marshfield (Coos Bay) and later North Bend.

In some respects, modern Coos Bay remains even more tied to the sea than in the past. Emerging as a major port of international trade, mainly through the export of its forest products, Coos Bay's leaders recognize their community's future fortune lies with the sea, for a form of transportation, an important food supply, and a desirable periphery for a living environment.

Nevertheless, Coos Bay's once thriving river boat traffic and coastwise sail and steamboat communication today show little resemblance to the activity of the late eighteenth and early nineteenth centuries.

A once-vibrant shipbuilding industry has now shrunk to a few small shipyards, producing small fishing boats and an occasional tugboat each year. Not so very long ago the busy shipyards of E. Hueckendorff, L. J. Simpson, and Kruse and Banks sent more than one hundred ships per year down their ways for domestic commerce, and foreign trade to all points of the world.

Now, Coos Bay oldtimers are only those left with images of the early nautical commerce on Coos Bay's waters and tributaries. Through the years relics and keepsakes have filtered down through family members. Tucked away in back rooms in dusty photo albums and old cardboard boxes lie treasures of visual memories and artifacts--reflections of a sometimes forgotten past. On the other hand, there are a small number of Coos Bay residents who have long recognized the significance of the past and have spent most of their lives collecting the memorabilia of a maritime past, some working individually without knowledge of their colleagues' efforts. Often, these photographs and keepsakes tell their own tales. These artifacts help us broaden our understanding of our changing community and values. To give more exposure to these maritime relics would be a great asset to the Coos Bay and surrounding communities.

In March I came to Charleston as a student in the University of Oregon's "Man and the Oregon Coast" program. Living and working in the Bay Area made me extremely aware of the region's rich maritime heritage. My spring studies focused on the need for more public access to open space on the Coos Bay waterfront.

Coincidentally, as I grew more interested in the waterfront, the Port of Coos Bay Commission finalized plans to acquire a retired ferry boat of the Washington State Ferry System. Soon, the 155' Ferry "Crosline" arrived, and the Port Commission began to lay plans for possible development of the Crosline facility into a maritime museum and restaurant.

At the suggestion of the Port Administrator, Steve Felkins, I drew up plans to compile an inventory of maritime antiques and artifacts and consequently received a port commission scholarship to

undertake the much-needed research.

Basically, my inventory covered two classes of collections; photographs and artifacts. Mr. Felkins gave me an initial list of contact people in the Bay Area, and soon with the help of Gordon Ross, Jack Slattery, and others I began an intensive series of interviews and studies of a number of individual collections.

Each photograph in each collection was recorded detailing its size, the subject, sometimes the quality and condition of the photograph, the name of the owner, and a short general history of the subject (when available).

Antiques and artifacts (discovered in a lesser quantity than the photographs) generally represented ships' fittings, instruments, tools, maps and charts. The antiques and relics were recorded as to their construction, size, condition, ownership, & historical significance. (when available) Most were found in people's homes, businesses and private collections.

Other research and information was made available through contact with public agencies such as U. S. Army Corps of Engineers, Portland District Office, The Coos-Curry Pioneer Museum, and the Oregon Collections at the University of Oregon proved to be valuable in my studies.

A number of books dealing with the early maritime life in the Bay area also provided insights into the history of numerous vessels which plied the waters of Coos Bay. Particularly helpful were Schooners Out of Coos Bay by Robert E. Johnson and Victor West's section on 'Ships, Builders, and Captains' in A Century of Coos and Curry County by Emil R. Peterson.

For the most part, my research proved to be a very personal experience. Most of my material came from interviews with a number

longtime residents, who made delightful conversations and made me aware of a by-gone era in a way I've never experienced before. My recordings of this oral history opened my mind to the rich heritage of the Bay Area and the strength, purpose, and wit of its inhabitants.

However, some problems did become apparent. Often, I had difficulty finding a focus in the wealth of oral information I received from the collections' owners. The photographs I recorded in many instances represented a lifetime of experiences for their owners and zeroing in on the core information behind each item sometimes became difficult to determine. Another problem at first, came from my lack of knowledge of the geography and history of the Bay Area. Fortunately, as I became more involved in my work, this background knowledge quickly took root, and my work became considerably easier.

And so the work is finished, as is my delightful and rewarding sojourn in Coos Bay. In a way, this following inventory is my way of saying thank you to the people of Coos Bay and hopefully is a contribution toward the restoration and remembrance of a sometimes forgotten past.

My great thanks and appreciation to the many people who helped make this inventory a reality. Dr. Paul Rudy, of the Oregon Institute of Marine Biology, in particular, provided constant advice and encouragement and without him and the foresightedness of the Port Commission's scholarship program, this work might have never been accomplished.

Thanks also to Steve Felkins, Gordon Ross, Jack Slattery, Jack Granger, Victor West, and all the others who contributed to the

inventory.

While the study has been a valuable personal and academic experience for me, I only hope it will help in the creation of Coos Bay's first maritime museum--which in essence is the goal of my work.

EXPLANATIONS AND ABBREVIATIONS

The Basic format of the 'Maritime Antiques and Relics Inventory' is quite simple. The inventory has been sectioned into subject areas, as can be seen in the 'Table of Contents'.

Each section states what the maritime item is, it's size, physical condition, and the name of the owner. In the case of 'Maritime Photographs', the same information has been provided but in an abbreviated form.

For Example:

<u>From the Collection of</u>	<u>Explanation</u>
Owners name/ itemed #/ photo size	<u>or.</u> (original photo)
	<u>or. mat.</u> (original matter)
	<u>re.</u> (reproduced photo)
	<u>p.c.</u> (post card)
	* (different copies)

g.h. (general history)

Background Information
of the
Inventoried Collections

The Beckham Family
Stephen D. Beckham

Linfield College
McMinnville, OR 97128

The Beckhams are long time residents of the Coos Bay area. Many of the inventoried items of the Beckhams belonged to Stephen D. Beckham's grandfather, Nil P. Adamson who came to Coos Bay in 1911 as harbor light master. That position is yet held by Chester Nils Adamson, also a relative. It has been a position held by their family for nearly 65 years. Previous to 1911 Nils P. Adamson was a lighthouse keeper at S. E. Five Finer Island and Elrod Rock lighthouses in Alaska. Between 1892 and 1902 he was in the U. S. Life Saving Service at Ilwaco, Washington, at the mouth of the Columbia River, and was an assistant lighthouse keeper at Desdanona Sands Lighthouse on the island sandbar just inside the mouth of the Columbia. Between 1884 and 1892 he was a seaman (setter of sails) in the lumber trade on schooners along the coasts of northern and southern Oregon.

Loaning of the Beckham-Adamson Family inventoried items would depend upon the type of museum developed, its fire safety, and the wishes of various family members.

The Conrad Family

Virginia Grant
Conrad W. J. Lumber Co.
1221 N. Bayshore Drive
Coos Bay, OR 97420

The Conrad family are descendants of K. V. Kruse, the early shipbuilder of Marshfield. They have in their possession a scrap-

Ray Beaudry

Harbor Tug & Barge Inc.
Coos River
Coos Bay, OR 97420

Many of Mr. Beaudry's collected maritime relics are not included in this inventory because of their unavailability at the time the inventory was collected. He expressed interest in the development of a Maritime Museum where those items stored at his business might be displayed for the general public.

Ted Bracken

U. S. Customs Office
North Front St.
Coos Bay, OR 97420

The half-ship models and photographs included in this inventory can be seen on the walls of the 'U. S. Customs Office'.

James Cahill

Empire Fuel Co. Inc.
320 N. Front St.
Coos Bay, Oregon 97420

The building that 'Empire Fuel Co.' presently occupies is one of the oldest (if not the oldest) buildings in Coos Bay. Its 14" brick walls saved the building during the great fire in the early nineteen hundreds that wiped out the main commercial area of Marshfield, Front Street. Recently, within these walls, two hand punch stamps were found, dated 1890, used to stamp in and out going merchandise.

book of photographs and newspaper articles collected by K. V. Kruse. It was unattainable at the time of the inventory because several duplicate copies were being made for family members.

Jack Hudson

200 S. 4th
Coos Bay, OR 97420

As a long time resident of the Coos Bay area Mr. Hudson has collected some interesting photographs of early Marshfield, some of which are originals. These photographs are on the walls of his business office at the above address.

Leo Kinder

Independent Stevedore Co.
390 N. Front
Coos Bay, OR 97420

Due to the fact that Independent Stevedores deal with maritime related equipment, a variety of items of historic significance has been collected through the years. Mr. Kinder did have a photographic collection but it was missing at the time of the inventory. He expressed interest in having those inventoried items publicly displayed.

Mrs. W. Haydon

2655 N. 17th
Coos Bay, OR 97420

Mrs. Haydon has in her possession her husband's personal photographic collection, which has been collected for over a period of thirty years. Many of the photographs are related to the 'U. S. Army of the Corps of Engineers', as he is a retired employee of the

Corps. Mrs. Haydon has expressed interest in donating her husband's collection to a museum.

Capt. Dale Holden

Barview
Coos Bay, OR 97420

Capt. Holden is a retired Coos Bay bar pilot after 35 years of service. He has kept ship's logs of the vessels he has guided in and out of Coos Bay since 1941. His father at one time ran the county ferry from Eastside to Marshfield, and his sister was the engineer. Previous to running the ferry he ran the stagecoach from Jarvis Point to Marshfield.

Jack Granger

Marine Surveyor
Citizens Building
North Bend, Oregon 97459

Mr. Granger is the son-in-law of the late Robert Banks, the early ship builder. Mr. and Mrs. Granger have an extensive collection of original photographs of the vessels built by 'Kruse and Banks'. This inventory does not include approximately fifty of these photographs, as they were not available at the time the inventory was taken. They have expressed interest in the development of a maritime museum in the Coos Bay area so they might lend their photographic collection and maritime relics.

Chester Adamson

2250 N. Bayshore
Coos Bay, OR

Mr. Adamson is Coos Bay's Light Attendant, who contributed to the inventory.

Bill Hillstrom

'Hillstrom Shipbuilding Co.'
912 N. Front St.
Coos Bay, OR

Due to the nature of Mr. Hillstrom's business he has a personal interest in collecting maritime antiques and relics.

Clyde Johnson

235 Stock Slough
Coos Bay, OR

Mr. Johnson was a large contributor to the maritime antique portion of this inventory, as he has been collecting for several years. He has many of Frank Lowe's wood-working tools, who was a well-known boat builder of the Marshfield area and who taught Mr. Johnson to build boats.

Clarence Leonard

3313 Sherman
North Bend, OR

Although an inventory of Mr. Leonard's work is not listed, it should be mentioned that he has hand carved several shipmodels of local boats. Many of the models can be seen in commercial businesses in Coos Bay.

Mrs. Joseph McKeown

650 Market
Coos Bay, OR

Mrs. McKeown has her husband's family's collection in her possession. The collection was unavailable at the time of the inventory but was explained to be quite extensive. The McKeown's are descendants of first settlers of the Bandon area. The collect-

ion is primarily newspaper clippings and some photographs associated with those relatives and early days in Southwest Oregon. Mrs. McKeown expressed interest in having the collection preserved and having the public exposed to it.

Jack Slattery

'Jack's Photo and Ceramics'
184 W. Market
Coos Bay, OR

Mr. Slattery's photographic collection has been a main contributor to the maritime photographic inventory. He has reproductions of most all the maritime photographs in the Coos Bay area. Due to the nature of his business and Mr. Slattery's interest in local history he has made albums with 5 x 7 reproductions recording the early days of Southwestern Oregon, focusing on the Coos Bay area both general and maritime. Most of these reproductions are accompanied by a negative. An example of Mr. Slattery's collection can be seen at the Coos Bay Public Library in two albums.

Thomas M. Miller

1075 Lewis
North Bend, OR

Mr. Miller has been associated with the 'Oliver Olson Steamship Co.' for several years, and has in his possession maritime antiques off various ships. He has an old set of running lights off a steam lumber schooner, and a ship's clock off both the Margaret Schaffer and the Karen Olson. In his office in Coos Bay, a display of 10 x 14 color photographs of various Olson Steam Lumber Schooners can be seen.

Hutton O'Conner

Coos River
Coos Bay, OR

Mr. O'Connor, a retired dairy farmer resides across from

where the landing of the Enegren Ferry once was, and has a color photograph of the ferry.

Elwood Oliphant

1119 Laurel
Coos Bay, OR

Mr. Oliphant is a retired employee of the Army Corp of Engineers and has a collection of various project-site photographs along the Oregon Coast. He also has part of W. Haydon's photographic collection in his possession.

Ott Family

Alleganey, OR

The Ott family is a pioneer family of the Coos Bay area. Jess Ott, who is now retired, owned and operated boats on the Millicoma and Coos Rivers, providing transportation for many. The Otts have photographs of most all those boats; the Millicoma, Coos River, Cadillac, Mecca, Hope, and Welcome.

Gordon Ross

1050 Stock Slough Rd.
Coos Bay, OR

Mr. Ross, A descendant of a pioneer family and an active community member has a collection of early photographs of both maritime and general interest of the Coos Bay area. For presentation purposes, many of these photographs are also in slide form.

Dorothy Safely

468 9th Ave.
Eastside, OR

Mrs. Safely has her husband's photographic collection, most of which are old post cards, both maritime and early Marshfield related.

Jay Tower

Coos Head
Coos Bay, OR

Mr. Tower did not contribute to this inventory directly, but community members have maps of local maritime interest that he has made. One map in particular that he has done is of local shipwrecks which is quite interesting.

Victor West

1166 Winsor
North Bend, OR

Mr. West is quite an asset to the Coos Bay area, serving as an authoritarian on local and Southwest Oregon maritime history. He has been collecting information and photographs for the past thirty years, and has over 18,000 photographs. Because of the extensiveness of Mr. West's collection, it has been entered separate from the main body of the inventory.

Curly Richardson

328 Wasson
Coos Bay, OR

Mr. Richardson, a life-time resident of Coos Bay has had an active interest in photography as a hobby for many years. He has developed a collection of photographs of both local maritime and general interest.

George Vaughan

Charleston Highway
Barview, OR

Mr. Vaughan's father was involved in the early lumber business of the Coos Bay area and thus has several photographs, many of which are post card form, related to early lumber mills and maritime activities as a means of lumber transport.

Yunker Family

The Yunker Family are long time residents of the Coos Bay area, particularly the Charleston area. Frank Yunker, born in

1900 is a delightful resource for early local history. Frank's brother Joseph is also quite informative, although he has not kept a photographic and newspaper clipping collection, as has Frank. Robert Younker, Frank's son, has also contributed to this inventory.

PUBLIC COLLECTIONS

University of Oregon

Eugene, OR

The University of Oregon Collection has few items, Coos Bay related, excluding literature. The Stadden negative collection and several Kruse architectural drawings are in the possession of the University of Oregon Special Collections.

United States Coast Guard at Charleston, OR

Charleston, OR

Reproductions of the lighthouse architectural drawings in the Coast Guard's possession are questionable because of bureaucratic reasons, plus the several photographs which can be seen in their dining hall.

United States Army Corps of Engineers

Portland District Office
Portland, OR

U. S. Army Corps of Engineers have few recordings of early maritime related activities in graphic form, but are most cooperative in sharing copies of what they do have.

Coos-Curry County Pioneer Museum

North Bend, OR

This museum has several local maritime items of interest which can be seen Tuesday through Sunday. Unfortunately, several are poorly labeled and displayed.

MARITIME ANTIQUES

AND

RELICS

MARITIME ANTIQUES AND RELICS

From the Collection of Ray Beaudry

1. A life jacket off the BRUSH with the name printed on it.
G. H. The Brush wrecked off Simpson's Reef about 1926.
2. A kerosene lattern off a minesweeper, which is about 15" tall.
3. A boat radio made in the early 1930s off of the OLD RUSTLER.
4. Life raft kegs used in World War II.
5. Several flood lights of a minesweeper.
6. A floatable skipper's stool made of iron and wood.
7. Several antique axes.
8. An engine control box off MINESWEEPER 183.
9. Two antique kerosene lanterns, one of which is brass and the other tin.
10. Two 20" wooden blocks used in early shipbuilding construction (winch-like tools).
11. A U.S. Navy telescope in 15 x 11 x 10 oak box, made by the 'Spencer Lens Company', Buffalo, New York.
12. A pyrene fire extinguisher off a vessel, made of brass and copper. It is 17" in length and 2" in diameter. Pyrene (a toxic liquid) is no longer in use.

Collection of Beckham Family

1. Two carved ship models mounted in a glass case. One is of a three masted, fully rigged schooner. The other is of a small, two masted vessel.
2. Ship's compass in brass, mounted in a wooden box. Used by Nils P. Adamson, grandfather of Stephen Dow Beckham, for

some 40 years.

3. Hailing megaphone with brass fittings. Was used by Nils P. Adamson on Coos Bay to shout to passing vessels, etc.
4. Wooden water cask from the lighthouse tender Manzanita. The cask has carved in the wooden end of the cask the name "Manzanita." This vessel brought kerosene and other harbor light supplies to the lighthouse keepers at Cape Arago in the early 1900's
5. Wooden plaque dated "1908" from the Cape Arago Lighthouse. This plaque is from the side of the second lighthouse built on the island.
6. Bricks from the first lighthouse built on the end of the lighthouse island.
7. Hand-carved picture frame of approximately 400 pieces of interlocking wood made by a friend of Nils P. Adamson in the lighthouse service.
8. Sail-makers' needles, palm guard (made of leather), and rosin used by Nils S. Adamson when sewing sails.
9. Fish-net handwoven by N. Adamson or his father.
10. Fish-net weavers' needles, carved of wood, used by N. Adamson to weave the nets that he used when commercial fishing upon Coos Bay approximately 60 years ago.
11. N. Adamson's hand-carved tobacco cannister (made of wood in Sweden) and used by him during his many years in the lighthouse and harbor light service.
12. N. Adamson's gold-rimmed spectacles, pipes, brass buttons from his U.S. Life-Savings Service and U.S. Lighthouse Service uniforms.
13. N. Adamson's trunk that held all of his personal possessions,

clothing, books, etc. during the years he was in the life-saving and lighthouse service.

14. N. Adamson's official correspondence, including inventories of supplies, reports to the 13th lighthouse district, and all of the personal correspondence received by him between 1892 and 1915, including a couple of hundred letters written by his parents in Sweden. All of the personal correspondence is in Swedish.

From the Collection of James Cahill

1. Two handstamps used in maritime freight trade. One which prints: "COOS BAY BOARD OF TRADE, ORGANIZED SEAL 1890, MARSHFIELD, OREGON", the other; "T. H. BARRY, NOTARY PUBLIC, FOR THE STATE OF OREGON".

From the Collection of the Coos Curry Pioneer Museum

1. The 'stern paddle' off the SANTA CLARA. Donated by Roscoe and Ada Hazer.
2. A 'ship's binacle', built in 1852 for the BLUE JACKET of New York. It is made of 'down East' spruce and put together with hand made copper and brass. Approximately 30" in height, $2\frac{1}{2}$ x $2\frac{1}{2}$ " in width.
It is made of copper and brass, and the box which it stands in is made of 'down East' spruce and put together with hand-made copper nails. The two lamp houses on the sides, plus the lamp house on the top contained oil burning lamps to light the compass. Donated by 'Kruse and Banks Shipbuilding company.'
3. A 'life ring' off the steam schooner BANDON, about 33" diameter. It was found floating in Coos Bay about 1951 by

Jack Graves.

4. A 'ship's binacle' off the OLIVER OLSON, which was stranded at the mouth of the Coquille River, November 3, 1953. It is approximately $2\frac{1}{2}$ x $2\frac{1}{2}$ x 2.
5. Two 'Lothrop's fog horns' off the steamer JOAN OF ARC. Approximately 15" x 15".
6. A 'ship's whistle' off the SANTA CLARA, about 48" in length and 10" in diameter made of brass. It was salvaged by Louis J. Simpson and installed at the 'Old Simpson Mill' and later at Weyerhaeuser and used to signal shift changes.
7. The 'steering wheel' off the steam side wheeler ROOSEVELT, which served in transporting passengers and cars from Glasgow Point to North Bend before the McCullough Bridge was constructed in 1921 and was owned by the county. Donated by J. Albert Matson.
8. 4 'oars', about 15' in length.

From the Collection of John Granger

1. The steering wheel off the NORTH BEND. It is approximately 40" in diameter, made of mahogany and teak, with three handles, and with quite a weathered finish.

General History: NORTH BEND was a four masted schooner launched from "Kruse and Banks" shipyard in 1919 and sailed to Australia transporting lumber. In 1940 Howard Hindsdale purchased this schooner and cut the masts off and used it as a barge. While towing timber into Panama in the mid 1940's the tow line broke and the North Bend was burned and the iron salvaged.

2. A 'clinometer' used in the early 1900's which indicates the angle of incline, or the roll of a vessel. The glass face is cracked. It is about 8" x 8", mounted on a wall.

From the Collection of Walton Haydon

1. A 'belaying pin', from the full rigged ship ST. NICHOLAS, commissioned in 1902 and used in the Portland area. It is mounted on a wall and is about 20" in length.
2. A 'brass coal-oil lantern' made in 1894, mounted on a wall, about 12" by 5".
3. An antique 'sextant' in a wooden box with inlaid wood detail work.

From the Collection of Bill Hillstrom

1. Captain's telescope, "E. Vion Paris, Rifle Range Telescope, Power 33 times, made in France". In leather case about 15" in length and 2" diameter.
2. 12 x 12" 'master boat compass' in mahogany box; believed to be off the SIGNET.
3. A 'distress light' off the GOLDEN BEAR.
4. A 'life ring', 36" in diameter

From the Collection of Dale Holden

1. A ship 'model' of the J.A.S.S. POLHEMUS, a dredge tender which functioned like a tug, owned by the United States Engineering Dept. It was built in Portland in the 1930's. The model is about 15" in length.

General history: It was named after an Empire man who was a son of a U.S. Engineering employee. It's route was up

and down the Oregon coast.

From the Collection of Clyde Johnson

1. A 'wooden wedge', 10" in length. This is a tool used by Frank Lowe, a pioneer shipbuilder in the late 1800's and early 1900's.
2. A white cedar 'ship's knee', about 15" in height, 4" width, 15" length. This structural member, commonly used in early shipbuilding is naturally curved by the union of a branch and tree.
3. A 'pitch ladle' from 1910-20, which was used by Frank Lowe to seal the wood seams of boats with pitch.
4. An 8" brass 'taftrail', about 100 years old. It is the upper part of the stern of a wooden ship.
5. A collection of seven wood-working tools, ranging in size of 9" to 15", some of which are a rosewood planer, an applewood planer, a jointer, a block plane.
6. An 8" 'spoke shave', used to plane concave or convex surfaces. This was also used by Frank Lowe in the late 1800's and early 1900's.
7. A 'drill and bit', as are no longer made.
8. A 12" 'bung starter', with an oak handle. This is a device common to early shipyards, used to puncture holes in barrels.
9. A 'shingle hatchet', used in early boat building by Frank Lowe.
10. Two 'wooden tool boxes,' about 28' in length. This would be a standard piece of equipment for any early boatbuilder. In the winter they would flap a piece of canvas over the top to protect their wood working tools from the weather.

11. An old 'corking mallet'.
12. A 'turk's head'.
13. A 'lapstraight planked'.
14. Two 'side lights' off the FAVORITE, a 50' Coos River boat built in 1922 by Frank Lowe.
15. A boat 'bell' off the FAVORITE.
16. An air pumped 'fog horn', solid brass, 24" in length.
17. The 'steering wheel' off the FAVORITE, 22" in diameter, made of black walnut.
18. Brass ship's clock off the GEORGE OLSON, about 8" x 9". Rings every 4 hours.

From the Collection of Leo Kinder of "Independent Stevedore Gearlocker

1. A 'lyle gun' used in life-saving. This piece of hardware standing on wheels, 2' x 2', would shoot rescue line to overboard victims. 'Lyle guns' were standard equipment on ocean vessels before World War I.
2. A brass man-hole cover, 2' in diameter off a ship. Hand punched on it is: S.S. COLUMBIA 1912 HYDE WINDLASS CO.
MAKERS BATH MAINE.

From the Collection of the Knutson Family

1. Steering wheel off the WAHTASWASO, a gas powered tug boat built in 1911 by Bjorkquist and Art Matson.
2. A ship's 'compass' in 8" x 8" wooden box, off newer boat.
3. Brass 'navigational light', about 15" in height, possible off Bill Hillstrom's BUNKER BARGE 108.
4. Kerosene lantern, from the early 1900's.
5. A 'fog horn', patent 1914. The wood enclosure is about 3' x 2' x 10" with billows on the inside and a hand crank on

the side.

From the Collection of Fredrick Kruse

1. A 6" caulking iron used in early shipbuilding.

From the Collection of Tom Miller

1. Red and green 'running lights', believed to be off the lumber schooner KAREN OLSON.
2. A 'ship's clock' off the MARGARET SCHAFFER.
3. A 'lamp bulkhead' mounted on gimbals.

From the Collection of Jack McNabb

1. A 'glass toothpick holder'. Inscribed "Wreck of the CZARINA on Coos Bay Bar, North Bend, Oregon.

From the Collection of Dorothy Safely

1. A collection of old boat building tools.

From the Collection of George Vaughn

1. A 'telescope' mounted on stand from World War I destroyer.

From the Collection of the Ott Family

1. The 'steering wheel' off the ferry boat RAINBOW. This stern wheel was built in 1917 by Frank Lowe and was run on the Coos River by Jess Ott. The steering wheel was made by Florence Ott's father. More than four feet in diameter and made of myrtle, oak, rosewood, and maple, it is now in the possession of Roger Ott.
2. A 2" x 3" ticket for an "excursion" on the Steam ALERT to Piers Grove and return, dated July 4, 1906.

ADDITIONALLY CATHERED INFORMATION

ADDITIONALLY GATHERED INFORMATION

BOAT NAME PLATES

<u>From the Collection of</u>	<u>Name</u>	<u>Length</u>
<u>Ray Beaudry</u>	<u>RUSTLER COOS BAY</u>	6'
<u>U.S. Coast Guard</u> <u>at Charleston, Oregon</u>	<u>ADVENT</u>	4'
(many were donated by the Younker family)	<u>CLAREMONT</u>	6'
	<u>COLUMBIA</u>	6'
	<u>C.A. SMITH</u>	9'
	<u>GEORGE L. OLSON</u>	5'
	<u>GOLDEN BEAR</u>	9'
	<u>FORT BRAGG</u>	4½'
	<u>MARCONI</u>	4½'
	<u>SANTA CLARA</u>	6'
<u>Coos County Pioneer</u> <u>Museum</u>	<u>ROOSEVELT</u>	4½'
	<u>DAISY GRAY</u>	5'
	<u>WESTERN SHORE</u>	10'
<u>Bill Hillstrom</u>	<u>GOLDEN BEAR</u>	9'
<u>Curly Richardson</u>	<u>MIKIMIKI</u>	6'
	<u>COHASSET</u>	10'
<u>Joseph Younker</u>	<u>COLUMBIA</u>	6'

HALF MODELS

<u>From the Collection of</u>	<u>Size (Approx.)</u>	<u>Name</u>
<u>Ted Bracken</u>	36"	unidentified
<u>Fredrick Kruse</u>	40"	<u>ATR</u> , built by Fred A. Kruse
	(2) 36"	unidentified steam cruisers
	40"	<u>K.V. KRUSE</u>
	48"	<u>NORTH BEND</u>
	(2) 36"	unidentified purse seiners
<u>Clyde Johnson</u>	(2)	unidentified
<u>Coos County Pioneer Museum</u> ; The museum's collection totals 17, some of which are:		<u>KOOS #2</u> <u>MARY FRANCES</u> <u>THE FRANK LOWE</u> <u>COMET</u> <u>THE CHRISTINA</u>
<u>Bill Hillstrom</u>	48"	unidentified full rigged sailing vessell
	26"	<u>SIGNET</u> , Coos Bay Pilot Boat
	(3)	unidentified sailing vessels
<u>Robert Younker</u>	36"	<u>ZEBRA</u> , built by John Swing

ADDITIONALLY GATHERED INFORMATION

MARITIME LITERATURE

MARITIME LITERATURE

From the Collection of

The Conrad Family

The Conrad family has in their possession, an album of original newspaper articles about "Kruse and Banks Shipbuilding Company" of North Bend, written by both local and state newspapers dated from the late 1800's to the mid-1900's. Duplicate albums are being printed for distribution of family members.

The McKeweown Family

Several albums of newspaper clippings of early southwest Oregon Coast days.

F. Kruse

Several original newspaper articles about the "Kruse and Banks Shipbuilding Company" of North Bend, written by both local and state newspapers.

D. Safely

Mrs. Safely has an 27 April 1872 edition of "The Rustic" newspaper of Empire, and also a 10 February 1872 edition of the "Empire City" newspaper. Each contain maritime news, mentioning the ESCOURT, FEARLESS, STEAMER ARAGO, and the schooner IVANHOE.

Also an item of interest, which reflects that Marshfield'd mode of transportation during that period, is a notice:

"Notice is Hereby given that on account of carrying U.S. Mail, the Steamer ARAGO has changed the time of making her trips to the isthmus from Mondays and Saturdays to Tuesdays and Fridays of each week, and will in future notice will be as follows:"

From Empire to Isthmus, One dollar
From Empire to Coos Bay, One dollar
From Empire to Coal Bank, Seventy-five cents
From Empire to Marshfield, Fifty cents
From Empire to North Bend, Twenty-five cents

also:

"The schooner IVANHOE, Captain Wells, made the quickest time by one day that has ever been made on the round trip from Coos Bay to San Francisco and back. Time, by marine reclining, nine days."

From the Collection of

Port of Coos Bay
Commission

1. A black hardbound book, 8-1/2x14" containing the first minutes of the Port of Coos Bay Commission from May 10, 1909-December 12, 1909 (when they acquired a typewriter).

It has 69 handwritten and approximately 150 pages left blank. It is presently in the possession of the port commission.

2. A companion book, also 8-1/2x14" hardbound and black, is a receipt and expenditure record. The first 21 pages have newspaper clippings, mainly from the Marshfield Times, about the port commission and its numerous activities.

ADDITIONALLY GATHERED INFORMATION

MARITIME MAPS,
CHARTS AND DRAWINGS

MARITIME CHARTS, MAPS, AND DRAWINGS

From the Collection of

Fredrick Kruse

1. Twenty architectural drawings from at the 1880's, six of which were actually built in the Coos Bay area.
2. Architectural drawings on linen of the following: Str. BANDON (1907)
SAN RAMON
ADMIRAL
3. Architectural drawings of Knud Valdmær Kruse when in school in Copenhagen in 1877.

Port of Coos Bay
(in the possession of
Robert Younker.)

1. A 3½'x2½' reproduction of an engraving of the ENTRANCE TO COOS BAY, dated September 7, 1861. Originally done by the U.S. Coast Survey, reproduction by Jay Tower.

Included are extracts from the September 7, 1861 report of Sub-Assistant Jas. S. Lawson, on board the brig R. H. Fauntleroy at Coos Bay, to the Superintendent of the U. S. Coast Survey. Plus, extracts from the December 15, 1861 report of the Superintendent of the Treasury of the United States.

George Vaughn

1. 1892 Geodetic Survey map of Coos Bay, showing some construction of the North Spit and submerged jetty (referred to as "cribs"). Scale 1/20000". Map was used by the "Coos Bay Lumber Company".

Victor West

2. 1890 map of Cape Gregory, first published in 1866. It is a finely detailed drawing in good condition. It is a 30x30 on beige paper.

From the Collection of
Victor West (cont.'d)

2. 1862 map of "Entrance to Coos Bay", done by the Coast Survey Office at a scale of 1/20000", drawn 18"x18" on a 30"x30" paper in good condition. An ink drawing.
3. 50 Survey Maps of rivers, sloughs, etc., of the Coos Bay area.

University of Oregon

1. 36 pieces of miscellaneous records of the "Kruse and Banks Shipbuilding Company" of North Bend, Oregon, from the years 1877-1936.

The collection mostly includes plans and specifications for wooden ships. Included is the master builders account books of Simpson Logging Company Shipyard of North Bend between 1888 and 1900.

2. Stadden Family Papers, 1884-1923. One box of 158 letters, plus a series of view negatives of the Coos Bay area. John Hawthorne Stadden was a photographer.

United States Coast
Guard at Charleston, OR

1. A set of architectural drawings of the first lighthouse at Cape Arago, dated June 26, 1895. Included are an East Elevation, Plan View, and a Detail Drawing, each on 15"x24" paper.

United States Army Corps
of Engineers

1. The October 8, 1933 edition of the Sunday Oregonian with a page article titled Plans Completed for Five Oregon Coast Bridges. Included is a drawing of the Coos Bay Bridge and four other coast bridges.

ADDITIONALLY GATHERED INFORMATION

MARITIME

PHOTOGRAPHS

MARITIME PHOTOGRAPHS

<u>Ship name & type</u>	<u>Photo Owner</u>	<u>Description</u>
<u>ADELINE SMITH</u> lumber schooner	S. Safely	2* p.c.
<u>general history</u> a common visitor to Coos Bay		
<u>ADMIRAL NICKELSON</u>	L. Slattery	shipwrecked
<u>ADVANCE</u> 3 masted schooner 139'	J. Ott	re. on beach at Bandon
built in 1902 at Parkersburg, OR by S. Parkersburg		
<u>ADVENT</u> 3 masted lumber schooner, 151'	J. Slattery	shipwrecked
	F. Younker	re. shipwrecked
built in 1901 at Simpson's shipyard, North Bend, by K.V. Kruse		
<u>general history</u> the <u>Advent</u> was wrecked when the wind died down while sailing into the bay on September 18, 1913. The schooner landed on the beach near Coos Head where she was battered in pieces. ¹		
<u>ALERT</u> steamwheeler (Coos R. freight boat)	J. Ott	1. 8x10 orig. mat birdseye of Allegany <u>Alert</u> at dock. 2. 8x10 orig. <u>Alert</u> at Allegany dock along- side <u>Preacher Gray</u> , a birdseye view. 3. 2* p.c. <u>Alert's</u> boiler headed for Loon Lake. 4. 2* p.c. <u>Alert</u> on the North fork of the Coos River.

¹ Information from Frank Younker's personal collection

ALERT (continued)

- | | | |
|-------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| J. Ott | 5. | 4x4 orig. mat. (torn)
Up on piling between
Marshfield & Eastside
occurred in fog. |
| G. Ross | 6. | 2* re. on North Fork
Coos River |
| F. Younker | 7. | 5x7 re. afloat |
| | 8. | 5x4 (under-exposed
<u>Alert</u> & life saving
crew on drill, roll-
ing boat |
| J. Hudson | 9. | 5x8 at Marshfield
wharf, with 13 other
vessels docked. " <u>Stmr.</u>
<u>Alert Landing</u> " is pain-
ed on one of the walls
of a wharftside build-
ing. This photo is
one of a series of four
which were originally
one panoramic view of
the waterfront, taken
1915. |
| J. Whitty | 10. | 5x7 re. afloat |
| J. Slattery | 11. | 5x7 re. 9* photo's of
the <u>Alert</u> up the rivers
and around the bay. |

general history

The sternwheeler Alert was built in Marshfield in 1881. It was in 1885 that Captain C. E. Edwards brought her from the Coquille Valley to the N. Fork of the Coos River. The craft sank in 1909 while backing out from the creamery. The BREAKWATER, coming up the bay hit her broadside. She was lengthened and soon back in operation. In 1912 the back cabin was removed so that a dance floor could be added. A player piano was an added attraction. The Alert could carry four cars. It was possible for excursionists from Marshfield to make the trip to the Willamette Valley via Allegany and Loon Lake in two days. The Alert in 1920 was sold to California inter-ests. The proud sternwheeler met her doom in the Sacramento River.¹

ALLIANCE

steam schooner

- | | | |
|-------------|----|-------------------|
| J. Slattery | 1. | 5x7 re.
afloat |
| D. Safely | 2. | 2* p.c. |
| J. Whitty | 3. | 5x7 re.
afloat |

ALICE H

44'

built in 1909 in
Marshfield by W.

Holland and F. Lowe

- | | | |
|-------------|----|------------------------------------------------------|
| G. Ross | 1. | p.c.
passing Frank Smith's
place on Coos River |
| J. Slattery | 2. | 3* 5x7 re.
afloat |

1. Mahaffy, Coos River Echoes, pgs. 105,106

ALICE H (continued)

general history

The little pleasure boat, Alice H. with a Corsan engine (later called an improved Union) was owned by Frank W. Smith for many year. The craft, costing \$4,000 was built in 1909 by Holland and Lowe, was paneled with bird's eye maple. In the 1920's the Alice H. was sold and her new home made on the Umpqua River.¹

A.M. SIMPSON

J. Granger

1. 7x9 orig. mat.

steam schooner 193'

built in 1911 at North Bend by Kruse & Banks

F. Kruse

2. 2x5 orig. mat. under construction
3. 2x5 orig. mat. launching
4. 2x5 orig. afloat

general history

The construction of the Kruse and Banks' built A.M. Simpson in 1911 required nearly 800,000 feet of lumber and timbers, eighty tons of bolts, 300 kegs of spikes, and 11,000 treenails. The main deck planking was seven inches thick and her frames were only six inches apart. She was intended to carry 760,000 feet of lumber. The construction of the A.M. Simpson was fairly typical of ships launched by 'Kruse and Banks'. She was a single-ender.² The crew that worked on the A. M. Simpson was as follows:

Joe McKinnon, Bill Stevens, Jack Cousins, Allec Palloc, John Hill, John Anderson, Julius Hardquist, Victor Anderson, Matt Klockars, Jr., Pete Johnson, Charles C. Williams, Jack McNabb, Bill Bjorquist³

ANNE HANIFY

F. Kruse

1. 8x10 orig. launching of Jan. 3, 1920
2. 8x10 Orig. under construction

steam screw

built in 1920 at North Bend by Kruse & Banks

ANNIE E. SMALE

J. Slattery

1. 5x7 re. under construction View shows shipyard with scattered scraps of wood. Location at the Ferndale Shipyard.
2. 5x7 re. loaded with wood cargo in San Francisco Bay, early 1900's.

4 masted schooner 200'

general history

The schooner Annie E. Smale was built for California stockholders. K. V. Kruse was master builder, assisted by Captain Colstrup.

1. Peterson (West) A Century of Coos and Curry, pg. 44
2. Johnson, Schooners Out of Coos Bay, pg 42
3. Information from Fred Kruse's personal collection

ARROW #3 J. Granger 1. orig. mat.
 diesel tug shown towing the
 4-masted schooner,
 built in 1925 at North North Bend, late 1920
 Bend by Kruse & Banks F. Kruse 2. 2* 7x9 orig.
 afloat

general history

The Arrow #3 was built for the 'Tug and Barge Co.' of Astoria and launched July 11, 1925.

ARCTIC J. Slattery 1. 5x7 re.
 steamer 145' under construction
 built in 1901 by Hans 2. 5x7 re.
 Reed in Bay, City, OR moments before launch-
 ing with a large crowd
 on dock. birdseye view

ASTORIA J. Whitty 1. 5x7 re.
 afloat

general history

The ferry Astoria is the ferry that took the place of the Transit running between Eastside and Marshfield.

ATR 80 J. Granger 1. 8x10 orig.
 tug launching

ATR 81 J. Granger 1. 8x10 orig.
 tug on ship's rail at Kruse
 & Banks' shipyard
 exterior and interior
 of ship shed shown.
 Photo taken on dock
 looking inland

ATR 86 J. McNabb 1. 8x10 orig.
 tug launching

ATR 97 J. Granger 1. 8x10 orig.
 aerial photo, taken
 Oct. 21, 1944

general history

While the YMS minesweepers were under way in the 1940s, Kruse & Banks received a contract from the U.S. Navy for four rescue tugs (ATR). They were bigger ships than the minesweepers and were powered by steam. These vessels had steel deckhouses and four cylinder triple expansion engines.¹

¹. in conversation with James Whitty

BANDON
steam schooner
built 1907 at
North Bend by
Kruse & Banks

J. Slattery
W. Hayden

1. 5x7 re.
tied at Kruse & Banks
2. p.c.
shipwrecked at Bandon,
OR. Passengers and
cargo aboard

BESSIE DOLLAR
steamship

D. Safely

1. p.c.
on Coos Bay

BLANCO
river boat 61'
built 1893 in
Marshfield

J. Slattery

1. 5x7 re.
afloat
2. 5x7 re.
at Empire

BONITA
gas river boat 45'
built in 1907 in
Marshfield by
Max Timmerman

J. Slattery
J. Whitty

1. 5x7 re.
2* afloat
2. 5x7 re.
afloat

BOSTON
general history
The U.S. Cruiser Boston was one of Dewey's Manila fleet.¹

D. Safely

1. p.c. on
Coos Bay

BRANT
an oil screw 100'
built 1927 at North
Bend by Kruse & Banks

J. Granger
F. Kruse

1. 7x10 orig.
hull of Brant in
shipbuilding shed,
1926
1. 7x10 orig.

general history
the tender Brant was built by Kruse and Banks for the Bureau of Fisheries, Dept. of Commerce. It was powered by a 225 horsepower Union diesel engine. She was launched June 3, 1926 and employed on fishery patrol duties in Alaskan waters.

BREAKWATER
passenger vessel

W. Hayden
J. Hudson

1. 3* p.c.
afloat in Coos Bay
around 1917.
2. 5x7 re.
the first 'Fords' in
Marshfield being un-
loaded from the
Breakwater

BREAKWATER (continued)

J. Slattery

3. re. of p.c. collision of the Alert and Breakwater 1912
4. 5x7 re. three types of carriers plying into Coos Bay. Steamers Breakwater, Alert, and a Coos River boat.
5. 5x7 re. docked at Marshfield
6. p.c. at Beaver Hill Coal Bunker taking in fuel
7. 6x10 re. at Marshfield dock
8. p.c. crossing Coos Bay Bar 1914

D. Safely

J. Whitty

F. Younker

BRUNSWICK

steam schooner 161'

built 1898 at North Bend by Kruse and Banks

J. Slattery

1. 5x7 re. leaving for San Fran. for engine, a birdseye view, with hills in background, evidence of fire.
- s. 4x4 orig. afloat

C. C. Museum

general history

The Brunswick was built at 'Old Town', in 1898 under the supervision of Austin Sperry. This small single-ender, cut in half and lengthened forty feet some years later, was one of the few wooden steam schooners to survive World War II.

BRUSH

steamship

J. Granger

1. 8x10 orig. shipwrecked near Shore Acres (south of Coos Bay on April 26, 1923.) Vessel submerged except deck and above, land in background.
2. 5x7 re. shipwrecked
3. 2x4 orig. shipwrecked
4. 2* p.c. shipwrecked

J. Slattery

F. Younker

general history

Ad Huff and Cy Fry lost their lives in an attempt to row out to the wrecked Brush²

¹ Johnson, Schooners Out of Coos Bay, pg. 32.

² In conversation with Frank Younker

BUMBLE BEE
river boat

G. Ross

1. 5x7 re.
afloat

general history

the Bumble Bee was the first gas boat in the Coos Bay area, the engine was assembled by the owner, Herman Larson.¹

C. A. SMITH
steam schooner 275'

J. Granger

built 1917 North Bend
by Kruse & Banks

1. 7x9 orig. mat.
stern view of vessel,
before launching 15
undistinguishable on
deck of vessel.
2. 7x9 orig. mat.
afloat in bay with
many passengers

general history

The C. A. Smith was the last ship built on Coos Bay for private interest until after World War I. She was built as a barge and converted to steam, by Kruse and Banks for the Simpson Lumber Co. The C. A. Smith stranded Dec. 16, 1923 on the North jetty of Coos Bay with a cargo of lumber and 23 aboard, of whom nine lost their lives when a life boat foundered in the surf.²

CASCO
steam schooner 160'

J. Slattery

built 1906 Marshfield
(at Ferndale) by Kruse
and Banks

1. 5x7 re.
prepared for launch-
ing at Ferndale ship-
yard. Under exposed
2. 8x10 re.
construction almost
completed, full view
of vessel, and a
slight view of the
hills North of ship-
yard

general history

the Casco was the first of twenty-two steam schooners built by 'Kruse and Banks'. In 1923 she was stranded at Piedras Blanca, Calif.

CHINOOK
barge

D. Safely

W. Haydon

1. p.c.
wrecked at Coos Head
2. p.c.
wrecked at Coos Head

CHINESE STEAMER

D Safely

1. p.c.
a 7300 ton steamer
carrying 2,000,000'
of Coos Bay lumber
to China, loaded at
Marshfield

¹ In conversation with Gordon Ross

² Information from the personal collection of Jack Slattery

CLAREMONT
built 1907
at Aberdeen, Wash

W. Haydon
J. Slattery

1. p. c. shipwrecked on Jetty Coos Bay, May 22, 1915
2. shipwrecked 5x7 re.

CONGRESS
passenger and freight
liner

J. Slattery

F. Younker

1. 5x7 re.
being towed into Coos Bay after fire at sea, drawing 25' of water
1. p.c.
afloat

general history

On Sept. 14, 1916 caught on fire three miles off the Coos Bay coast with 423 persons aboard. The Col. P. S. Michie assisted. The owners were the Pacific Coast Steamship Co. It was built in Seattle.

COHASSET

C. Richardson

1. 8x10
with two other steam
lumber schooners at
depot dock, Marshfield

COL. P. S. MICHIE
government bar dredge

W. Haydon

J. Knutson

W. Haydon

D. Safely

1. p.c.
at dock, view from
water
2. 24x40
afloat, believed to be
near Shore Acres, (So.
of Coos Bay).
3. p.c.
assisting crew of Stmr.
Claremont, using breach
buoys, wrecked May 22,
1915 on Coos Bay Jetty
4. 2 p.c.
afloat on Coos Bay

general history

The bar dredge had a capacity of 8,000 to 10,000 yards per day. The length was 425 feet and a width of 46', 900 horse power. The cost was \$400,000.

COLUMBIA
2-masted steam
schooner

built 1891 at
North Bend by John Kruse
W. Haydon

J. Slattery

1. 10x12 re
towing a beautiful 3-
masted schooner up the
bay, Stave Mill in the
background, cc 1900
2. p.c.
afloat with many pass-
engers, July 15, 1907
3. 2* 5x7 re.
towing schooners into
Bay

DAISY J. Slattery 1. 5x7 re.
 steam screw 175' shipwrecked
 built 1908 in
 Bandon

general history

In October 1939 the Daisy was burned off Humboldt Bay¹

DAVID EVANS C. C. Museum 1. orig. mat.
 4-masted schooner afloat
 200'
 built 1901 at J. Slattery 2. 3* 5x7 re.
 Marshfield by E. on shiprail in
 Hueckendorff shipbuilding shed,
 wormseye view
 3. 5x7 re.
 on shiprail, stern
 view, people on deck
 looking down.
 J. Slattery 4. 5x7 re.
 launched, crowd on
 deck observing.

DEL NORTE D. Safely 1. p.c.
 steam screw afloat

DISPATCH G. Ross 1. 5x7 re.
 stern side wheeler
 92'
 built 1890 at Bandon
 by Hans Reed

general history

The Dispatch was the sister ship of the Alert, owned by the Herman brothers.²

E. P. RIPPLEY J. Slattery 1. 5x7 re.
 steam screw 115' in frame
 built 1907 at
 Marshfield by
 Kruse & Banks 2. 5x7 re.
 afloat

EAGEL J. Ott 1. p.c.
 gas passenger boat afloat
 46' G. Ross 2. 5x7 re
 afloat
 built 1903 at Marsh-
 field by C. T. Holland

1 Johnson, "Schooners Out of Coos Bay", pg. 52

2 In conversation with Gordon Ross

ECHO G. Ross 1. p.c.
 barkentine at Porter Mill with
 4-masted schooners North Bend
 built 1896 at North Gleaner
 Bend, by E. Hueckendorff

ELIZABETH OLSON R. Beaudry 1. 2* 8x10 shipwrecked
 in 1960 at Bandon
 J. Slattery 2. 5x7 re.
 afloat

ELOLLIA D. Safely 1. p.c.
 afloat on Coos Bay

ENEGREN FERRY H. O'Connor 1. color snapshot
 oil screw 56' at ferry landing on
 built 1930 at Coos River
 North Bend, by
 Kruse & Banks

general history

Six miles up the Coos River the barge known as the Enegren Ferry served those who commuted to Allegany for 21 years. The ferry was officially taken out of service Nov. 10, 1952, succeeded by a life span bridge, near Graveyard Point. The ferry was named for one of the Coos River's progressive citizens, Charles Enegren whose farm was directly across from the ferry.¹

ENTERPRISE W. Haydon 1. p.c.
 gas river boat afloat with Eastside,
 Or. in background
 built 1908 at Coquille J. Slattery 2. 5x7 re.
 by E. Ellington afloat

EVA G. Ross 1. 2* p.c.
 stern wheeler afloat on the Umpqua
 river boat

EVINGSTON C. C. Museum 1. Orig. mat.
 under construction

EXPRESS J. Slattery 1. 5x7 re.
 gas 43' afloat
 built 1907 J. Whitty 2. 5x7 re.
 at Marshfield
 by Holland

general history

believed to have been owned by the 'Upper Columbia River Towing Co.'

¹ Mahaffy, Coos River Echoes, pg 107

F. A. KILBURN
steam screw

D. Safely
J. Whitty
J. Slattery

1. p.c.
afloat in Coos Bay
2. 6x10 re.
afloat in Coos Bay
3. 5x7 re.
afloat in Coos Bay

F. S. LOOP
steam screw 139'
built 1907
in Marshfield
by W. Holland

F. Kruse
J. Slattery

1. a newspaper photo
2. 5x7 re.
on shiprail, prepared
for launching at Kruse
& Banks' shipyard at
Ferndale

FAIRHAVEN
steam screw
built North Bend by
Kruse & Banks

G. Ross
J. Slattery

1. p.c.
on shiprail at Kruse
and Banks, 1908
2. 5x7 re.
launching

general history

The Fairview was built for J. E. Davenport of the 'Davenport Steam-ship Co.' of San Francisco. She sank in Mexican waters March 19, 1922.

FAVORITE
oil screw 50'

built 1922 at
Marshfield by
Frank Lowe

vessel owned by Ossey Edwards.¹

G. Ross

1. 5x7 re.
racing with the
Welcome on Coos River,
in 1928

FEARLESS
tug

J. Slattery

1. 5x7 re.
afloat
2. 5x7 re.
shipwrecked

general history

The Fearless was wrecked Nov. 20, 1889 on the North Spit of the Umpqua on its way to Coos Bay from Astoria.²

FIFIELD
steam schooner 160'
built 1912 at
North Bend by 'Kruse
& Banks'

F. Kruse

J. Ott

G. Ross

1. 7x9 orig.
under construction
2. 5*
wrecked at the mouth
of Coquille River
3. 2* p.c.
shipwrecked
4. p.c.
on shiprail at Kruse
& Bank's shipyard

¹ In conversation with Gordon Ross

² Gibbs, 'Shipwrecks of the Pacific Coast' pg. 142

FIFIELD (Continued)

- D. Safely 5. p.c.
afloat at Bandon
J. Slattery 6. 5x7 re.
stern view

FLORENCE OLSON
steam schooner 225'
built in 1916 at
North Bend, by
Kruse & Banks

- J. Granger 1. 8x10 orig. mat.
afloat in Bay
F. Kruse 2. 7x9 orig.
on shiprail, 1916

FLYER
passenger & freight
river boat
built 1890
at Porter, OR

- G. Ross 1. p.c.
taking picnics on
two barges to Piper's
Grove
J. Slattery 2. p.c.
afloat
3. 5x7 re.
6* afloat

FOREST HOMME
4-masted schooner

built in 1900 by
E. Hueckendorff

- C. C. Museum 1. 9x10 orig.
J. Slattery 2. 5x7 re.
launching of July 5,
1900. Crowd and wood
scraps in foreground

FORT LARANIE
6-masted schooner

built 1918 at
North Bend by
Kruse & Banks

- F. Kruse 1. 8x10 orig.
under construction
J. Granger 2. 8x10 orig.
under construction
in shipbuilding shed,
viewed looking for-
ward from poop deck
3. 8x10 orig.
afloat, wormseye
view taken Feb. 18,
1919
J. Slattery 4. 5x7 re.
hull view Feb. 1919

general history

The Fort Laramie had a 'ferris type hull' GG #2131

FORT LEAVENWORTH
steam screw 266'

built 1918 at
North Bend by
Kruse & Banks

- F. Kruse 1. 7x9 orig.
under construction
J. Granger 2. 8x10 orig.
about to be launched
official ceremony
J. Slattery 3. 5x7 re.
afloat

general history

the Fort Leavenworth had a 'ferries type hull', #2129

FORT LEWIS

J. Granger

1. 8x10 orig.
top deck under construction, 8 unidentified employees posing to the right of vessel
2. 8x10 orig.
under construction

F. Kruse

general history

the Fort Lewis had a 'ferris type hull', #2132.

FORT LOGAN

steam screw 266'

J. Granger

1. 8x10 orig.
on shiprail, stern view looking to interior of shipshed. 6 unidentified employees in the midground

built 1918 at North

Bend by 'Kruse & Banks'

FREAK

gas

W. Haydon

1. p.c.
departing from the Marshfield wharf

built 1912 at
Marshfield by Frank
Lowe

FRED BAXTER

steam screw 213'

built 1917

at North Bend by

'Kruse & Banks'

F. Kruse

1. 7x9 orig.
under construction
2. 7x9 orig.
launching

GASGO

freight carrier 36'

gas engine

G. Ross

1. 5x7 re.
afloat with Capt.
Holden aboard (Sr.)

built 1900

at Marshfield by

Holland Bros.

J. Whitty

2. 5x7 re.
afloat

GEORGE OLSON

J. Slattery

1. 5x7 re.
afloat

GEORGE W. ELDER

steamer

C. C. Museum

D. Safely

1. 8x5 orig.
2. p.c.
on Coos Bay

GLEANER

steam screw

G. Ross

1. p.c.
with schooners
Echo & North Bend
at Porter Mill in
1912

built 1908

at Bandon by

J. H. Price

GLENESSLIN
square-rigger
British vessel

T. Bracken

1. 30"x20" lithograph
2 men posed on rocks
with vessel in waves
in midground at Neakanie
Oct. 1, 1913

HAVISIDE #5
barge

J. Granger

1. 8x10 orig.
in shipbuilding shed
2. 8x10 orig.
lumber being loaded
at Marshfield
3. 7x9 orig.
afloat, 1930

built 1930 at
North Bend by
Kruse & Banks

F. Kruse

HAZEL DOLLAR

J. Slattery

1. 5x7 re.
loading lumber at water-
front, docked with 2
other vessels.
2. 24'x24" mat. & framed
in oak with the Nann
Smith and one other
vessel.
3. p.c.
in Coos Bay

L. Kinder

D. Safely

general history

the Hazel Dollar was the first large steel vessel to come into
Coos Bay.

HEATHER
lighthouse mainten-
ance boat

W. Haydon

1. p.c.
"S.S. Heather", flag-
ship 14th annual regatta
2. 8* 5x7 re.
afloat, docked, showing
gold trim detail, plus
binnacle, and oil lamps

J. Slattery

HOMER
steam screw

J. Slattery

1. 5x7 re.

built 1891 at Bandon
by Hans Reed

general history

The Homer hauled coal to San Francisco, which was largely used for
fueling the converted sailing steam schooners in the San Francisco
area. At one time this barge was used to salvage steamers and was re-
sponsible for reclaiming cargo and gear.¹

¹ In conversation with James Whitty

<u>HORACE BAXTER</u> steam schooner built 1917 at North Bend by 'Kruse & Banks"	E. Kruse J. Slattery	1. 2* 7x9 launching, 1917 1. 5x7 re. launching, 1917
<u>HOWARD OLSON</u>	J. Slattery	1. 5x7 re. shipwrecked 2. 5x7 re. afloat
<u>JAMES SENNET</u> 4-masted schooner built 1901 at Marshfield by E. Hueckendorff	J. Slattery	1. 5x7 re. under construction in shipbuilding shed. 2. 5x7 re. at Hueckendorff's shipyard, docked.
<u>JOHANNA SMITH</u> steam screw lumber carrier built 1917 at North Bend by 'Kruse & Banks'	F. Kruse J. Slattery C. C. Museum	1. 7x9 orig. launching 2. afloat 1917 3. 5x8 orig. mat. under construction
<u>general history</u> The <u>Johanna Smith's</u> home port was San Francisco, and was able to carry 1,440,000 board feet of lumber. She was a single-ended type, typical of early lumber schooners. This allowed handling of greater lengths of lumber. The <u>Johanna Smith</u> was the sister ship of <u>C. A. Smith</u> , designed by Edward S. Hough, a naval architect. ¹		
<u>JOSEPH L. EVINSTON</u> 3-masted barkentine 190' built 1900 at Marsh- field by Hueckendorff	J. Slattery	1. 5x7 re. docked at Hueckendorff's shipyard, which was located on the water- front near the present location of the Egyptian Theater 2. 5x7 re. at Hueckendorff's ship- yard, 2 unidentified boats under construct- ion, wooden streets, much activity

¹ Johnson, 'Schooners Out of Coos Bay', pg. 107

K. V. KRUSE
5-masted schooner
242'

built 1920 at
North Bend by
Kruse & Banks

J. Granger

1. 8x10 orig.
photo taken at ship-
yard while schooner
is being fitted out,
1920. The photo is
stained, making the
vessel slightly undis-
tinguishable.

F. Kruse

2. 7x9 orig.
launching ceremony,
Grandfather Kruse and
wife on right, Mary
Banks Granger, child
on left.

G. Ross

3. p.c.
afloat

general history

The K.V. Kruse was one of the two 5-masted vessels built on Coos Bay, the other being the Inca.¹ In 1939, it was sold to a Canadian company and used as a barge until 1940 when it wrecked in British Columbia.²

KAREN OLSON

J. Slattery

1. 5x7 re.
shipwrecked

KID

passenger
river boat

G. Ross

1. 5x7 re.
afloat

general history

the Kid served as a taxi around the Coos Bay area, in the 1920's. It was owned and operated by Jack Lapp.³

KOOS

gas 39'
built 1907 at Marsh-
field by W. Holland

H. Knutson

1. p.c.
tied at dock,
Lewis Knutson pict-
ured, c.c. 1917
2. p.c.
afloat with passengers.

KOOS #2

oil screw 49'

built 1924
at Marshfield by
Frank Lowe

H. Knutson

W. Humbert

1. 2x5 orig.
afloat, in 1930's
2. 4x4 orig.
docked at Marshfield,
showing wooden-planked
wharf and fishing boats.

general history

the Koos #2 is still in service towing for the 'Knutson Towboat Co.

1 Johnson, 'Schooners Out of Coos Bay,' pg. 30

2 Peterson, (West), 'A Centruy of Coos County,' pg 417

3 In conversation with Gordon Ross

4 In conversation with Harold Knutson

- LAKME steam schooner built in 1888 in San Francisco
- F. Younker 1. p.c. in distance being towed into Coos Bay by the Nann Smith
2. W. Hayden 2. 2* p.c. birdseye view of Lakme going under with passengers aboard
- LAWRENCE PHILLIPS L. Kinder 1. 14x10 color-tinted afloat with three other steam schooners. 1910-1914
- general history
She was a german-built inter-coastal lumber schooner.¹
- LIFELINE gas-powered river boat, built in 1912 Marshfield by W. Cavinaw
- J. Slattery 1. 5x7 re. tied at Marshfield dock
- J. Granger 2. orig. under construction
- G. Ross 3. 5x7 re. afloat
- general history
The boat was used for weddings, funerals, and evangelistic services.
- MANILA C. C. Museum 1. orig. 5x8 being towed from North Bend docks
2. orig. 5x8 afloat
- U.S.S. MANZANITA buoy tender J. Slattery 1. 2* overexposed, foggy
- general history
She was used in the 1930s for the maintenance of buoys and for running supplies and new crews to coastal lighthouses. She was based in Astoria.
- MARCONI 4-masted lumber schooner built in 1902 in North Bend by Peter Loggie
- J. Slattery 1. 5x7 re. 9*
- C. C. Museum 2. 3x5 orig. mat. afloat
- W. Haydon 3. p.c. shipwrecked off Coos Head, 1909²
- G. Ross 4. p.c. shipwreck
- D. Safely 5. p.c. shipwreck
- F. Younker 6. 2* p.c. showing rigging

¹ In conversation with Leo Kinder

² From the personal collection of W. Heydon

MARSHFIELD

G. Ross

- 1. 5x7 re. afloat

gas river boat 41'
 built in 1908 at
 Eastside by Arthur
 Matson

general history

The last owner of the riverboat Marshfield was Bill Morgan. The builder is presently living in Bandon.¹

MARSHFIELD

J. Slattery

- 1. begining construct-
 ion pictured with a
 man steering a wagon
 with two horses.
- 2. being launched, view
 of left side of schoo-
 er from land.

steam schooner 148'
 (lumber & passenger
 service) built in 1901
 at Marshfield by E.
 Hueckendorff

general history

She was built for the C. A. Hooper and Co. of San Francisco and was renamed the Bertie M. Hanlon. She enjoyed a long career in the lumber and passenger service before ending her days as a fish reduction ship.²

MARTHA BEUHRER (previously the A. M. Simpson)

J. Slattery

- 1. 5x7 re. wrecked

general history

The A. M. Simpson was renamed the Martha Beuhrer when she was sold by Simpson's heirs in 1915, with the lumber company and fleet. The vessel was renamed for Coos Bay's pioneer shipbuilder and spent her last days as a fish reduction ship.³

MAYFLOWER

J. Slattery

- 1. 5x7 re. afloat

MECCA

J. Ott

- 1. orig. & copy
 on Coos River
- 2. 5x7 re.
 on river

Coos Rivers passenger
 boat
 built in 1924 in
 Marshfield by Frank
 Howe

general history

Built for Jess Ott with hog structural member.⁴

MIKIMIKI

J. Slattery

- 1. 5x7 re. afloat

1 In conversation with G. Ross

2 Johnson, 'Schooners of Coos Bay', pg. 35

3 Johnson, 'Schooners of Coos Bay', pg. 57

4 In conversation with Carol Smith

MILLICOMA

gas stern wheeler 55'
built in 1909 at
Marshfield by Frank
Lowe

J. Slattery

- 1. 5x7 re.
up on grass with three
unidentified men
- 2. 5x7 re. 5*
one photo boat filled
with milk containers
- 3. 5x7 re.
with Rainbow on Coos
River in 1924

J. Ott

- 1. 8x10 orig.
birdseye view at All-
egany dock with town
in background.
- 2. p.c.
docked at Marshfield,
World War I Destroyer
300 shown in Bay

J. Whitty

- 1. 5x7 re.
on Coos River

MINEO BROS.

J. Granger

- 1. 2* orig. 8x10
afloat on bay with
seven men on board
- 2. orig.
afloat in 1939

general history

The Mineo Bros. was a fishing boat and was worked on by Kruse & Banks part-time. She was completed in 1939 and sold to Frank Mineo of San Francisco and joined her older sister, The Sea Giant, in fishing out of Monterey.¹

MIRENE

oil screw 61'
built in 1912
in North Bend
by Kruse & Banks

J. Slattery

- 1. 3* 5x7 re.
afloat
- 2. 5x7 re.
on ship's rails in 1912
construction almost
completed; stern view
from right; good neg.
but dirty.

general history

Built for the Mirene Co. of Washington. Her home port was Portland and she was used for towing.

MONTESAND

J. Slattery

- 1. 5x7 re.
on Coos Bay
- 2. 5x7 re.
wrecked

MYRINE

lumber schooner
built 1901 in
Eureka

J. Granger

- 1. 8x10 orig. mat.
afloat (stained)

MYRINE (continued)

general history

Built in Eureka, Calif., in 1901 for the Gardiner Lumber Co. and run to Gardiner, Ore.¹

NANN SMITH

steel steam schooner
built in 1907
on Chesapeake Bay

J. Whitty

W. Haydon

G. Ross

D. Safely

1. 5x7 re.
loading
1. 2* p.c.
afloat at Marshfield
1912
2. p.c. birdseye at dock
with people on dock
1. p.c.
afloat
1. p.c.
loading at Eastside
2. p.c.
afloat
3. 2* p.c.
loading at Marshfield
at C. A. Smith Lumber
Co.

general history

Built for the C. A. Smith Lumber Co., Coos Bay.¹

NORTH BEND

3-masted barkentine 153'
built in 1877 in North
Bend by John Druse

F. Kruse

J. Slattery

J. Granger

F. Kruse

1. 8x10 re.
at San Francisco 1918
2. 8x10 re.
laying keel of hull 426
1. 5x7 re.-afloat
1. 8x10 orig.
afloat with lumber cargo
2. 5x7 orig. mat.
vessel afloat after
launching
3. orig.
afloat, wrinkled and
stained
1. 8x10 re.
being towed on Bay
by tug Arrow #3

general history

Sailed to Australia carrying lumber. In 1940 sold and converted to a barge by Howard Tinsdale. Burned for salvage of iron in Panama.²

NORTH STAR

gas merchantman 36'
built in 1908
in North Bend
by C. R. Johnson

J. Slattery

G. Ross

F. Younker

1. 2* 5x7 re.
afloat
2. re.
afloat
3. re.
afloat in Bay
4. re.
afloat

¹ Johnson, 'Schooners of Coos Bay' pg. 1

² In conversation with Jack Granger

<u>NOVELTY</u> 4-masted schooner 168' built in 1886 in North Bend by John Kruse	J. Slattery	1. 5x7 re. shipwrecked, with Coos Bay-Drain stage
	D. Safely	2. p.c. shipwrecked
	J. Hudson	3. 5x7 re. shipwrecked

<u>NOVELTY</u> steamer 71' built in 1884 in North Bend by John Kruse	J. Slattery	1. 5x7 re. afloat
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<u>OAKLAND</u> gas schooner built in 1905 in North Bend by 'Kruse & Banks'	J. Slattery	1. 5x7 re. shiprecked
----------------------------------------------------------------------------------------	-------------	--------------------------

general history

The first of nine gas schooners which left the Kruse yard. She was designed for freight service on the Washington Coast near Puget Sound.¹

<u>OLIVER J. OLSON</u>	J. Slattery	1. 5x7 re. afloat with lumber
------------------------	-------------	----------------------------------

general history

The freighter became part of the south jetty construction at Bandon on the mouth of the Coquille River.²

<u>OREGON</u> tug	J. Slattery	1. 5x7 re. afloat, prior to 1923
----------------------	-------------	-------------------------------------

<u>OREGON</u> dredge	G. Ross	1. 12x60 panoramic photo from Telegraph Hill in Coos Bay
	J. Ott	3. 5x7 re. at Millington

general history

First dredge in Coos Bay, 1914. It was designed and owned by Herman Larson. Boom 105'; barge 32'x 81'.³

¹ Johnson, 'Schooners of Coos Bay', pg. 38-39

² Gibbs, 'Shipwrecks of The Pacific Coast, pg. 157

³ In conversation with G. Ross

OREGON
ferry

J. Slattery

1. 5x7 re.
at North Bend leaving
landing and crossing
to Jarvis Point
2. 5x7 re.
afloat with two cars
and approximately 20
people

OREGON
3-masted schooner,
139'
built in 1905
at Prosper by E.
Heuckendorff

C. C. Museum

1. 7x5 orig. framed, do-
nated by Mrs. Michael
Boileau of North Bend
2. under construction

general history

She was wrecked and lost off Monterey, Calif., in 1934. Many of her fittings were salvaged from the stranded schooner Onward.¹

OSEOLA
tug

J. Slattery

1. 5x7 re. 4*
afloat (questionable
whether local)

OSHKOSH
motor vessel 89'
built in 1909
in North Bend
by Kruse & Banks

J. Granger

1. 8x10 orig.
afloat in bay in 1909
with flag flying
2. 8x10 orig.
at launching 1909
3. 5x7 re.
afloat in Bay

J. Slattery

general history

This motor vessel was wrecked on the Columbia River bar in 1911, losing 6 of her 7 crew members.²

OWL
gas schooner 60.6'
built in 1911
in North Bend
by Kruse & Banks

J. Granger

1. 8x10 orig.
on ways, bow and left
side evidence of ramp
on right side, 1911
2. 8x10 orig.
afloat in 1911 on
Bay with six men

PACIFIC
steam schooner
in 1920
in North Bend
by Kruse & Banks

J. Slattery

J. Granger

1. 5x7 re.
hull in 1920 at
Kruse & Banks
2. 8x10 orig.
interior view during
construction, over-
exposed

¹ Johnson, 'Schooners of Coos Bay, pgs. 48, 69

² Gibbs, 'Shipwrecks of the Pacific Coast, pg. 133

PACIFIC (Continued)

- | | | |
|-----------|----|--------------------------------|
| F. Kruse | 3. | 8x10 re.
afloat in Bay 1920 |
| J. Hudson | 4. | 8x10 re.
afloat |
| F. Kruse | 5. | 8x10 re.
on ways 1920 |

general history

She was the last of the steam schooners built on Coos Bay. She had a capacity of 1,325,000 board feet of lumber and was built on speculation by 'Kruse & Banks', who furnished capital for the hull, and 'Pacific Marine Iron Works' of Portland furnished the propelling machinery. She was launched at midnight July 14, 1920, and was soon acquired by 'W. R. Chamberlin & Co.' of San Francisco. Her name was changed to the Barbara C. and she became a familiar visitor to Pacific coast ports until she was requisitioned by the marine commission in 1943. She was given the highest possible rating by the American Bureau of Shipping.¹

PARAISO

- | | | |
|-----------|----|---------------------|
| D. Safely | 1. | p.c.
on Coos Bay |
|-----------|----|---------------------|

PATSY

- | | | |
|------------|----|-------------------------------------------------------------------------------|
| J. Granger | 1. | 8x10 orig.
docked with 2 other
vessels, one is the
<u>Tillamook.</u> |
|------------|----|-------------------------------------------------------------------------------|
- gas schooner, freighter
94'
built in 1911 in North
Bend by 'Kruse & Banks'

general history

She was powered by engines removed from the Oshkosh's broken hull. She received her name from the initial letters of her ports of call: Portland, Astoria, Tillamook, Siuslaw, and Yaquina.²

PORT ANGELES

- | | | |
|------------|----|---------------------------------------------------------------------------|
| J. Granger | 1. | 8x10 orig.
afloat 1916 |
| | 2. | 9x7 orig.
under construction,
top deck (spotted in
right corner) |
| F. Kruse | 3. | 9x7 re.
under construction
1916 |
| | 4. | 9x7 re.
on ways 1916 |
| | 5. | 9x7 re.
afloat, Coos Bay |
- steam screw 233'
built in 1916
in North Bend
by 'Kruse & Banks'

general history

The Port Angeles, a single ender, was sold to Russian interests and groped along in icy waters in the northwestern Pacific until 1937 when she was broken up at Antioch, Calif.

¹ Johnson, 'Schooners of Coos Bay', pg. 96

² Johnson, 'Schooners of Coos Bay', pg. 56

³ 'Ibid', pg. 64

- PORT OF BANDON J. Slattery 1. 5x7 re. 5*
oil screw 80' afloat, wrecked
built in 1938
in Prosper by
Victor Lavio
- POWERS J. Slattery 1. 5x7 re.
afloat
passenger river G. Ross 2. 5x7 re.
boat afloat
J. Whitty 3. 5x7 re.
towing logs, view
"short wharf" at
Eastside
- general history
She had two 500 h.p. engines.
- PREACHER GRAY J. Granger 1. 8x10 orig. 2*
afloat
- general history
Came up Coos River on Sundays for services.
- QUEEN W. Haydon 1. p.c.
with Defiance at
Bandon
2. p.c. at Empire
- QUIBINIC F. Kruse 1. 9x7 orig.
afloat
steam screw 275'
built in 1918 in
North Bend by 'Kruse
& Banks'
- general history
She became World War I hull 427
- R. D. INMAN J. Granger 1. 8x10 orig.
launching 1907
steam schooner 186' 2. 8x10 orig. 2*
built in 1907 under construction
in North Bend at 'Kruse & Banks',
by Kruse & Banks view from water, 1907,
(underexposed)
3. Afloat, 1907 (poor
contrast)
- general history
She was built for the 'W. Haydon Lumber Co.' and wrecked at Duxbury
Reef near the San Francisco bar in 1909.¹

¹ Johnson, 'Schooners of Coos Bay', pg. 53

<u>RAINBOW</u> riverboat	G. Ross	1. 5x7 re. 3* on river 1912
	J. Slattery	1. 5x7 re. 6* on river
		2. 5x7 re. docked at Allegany with the <u>Millicoma</u> , frozen in the river.
	C. C. Museum	1. 2* p.c. on Coos River
<u>RANGER</u> tug 106' built in 1887 in North Bend by John Kruse <u>general history</u> She was renamed the <u>John A.</u>	J. Slattery	1. 5x7 re. afloat
<u>REDONDO</u> steam screw 188' built in 1902 in Toledo, Ohio <u>general history</u> She carried lumber and freight. ¹	D. Safely	1. p.c. afloat on Coos Bay
<u>REGAL</u> lumber schooner	G. Vaughn	1. 30x6 at dock loading lumber. View of Coos Logging Co. yard.
<u>RELIEF</u> river boat <u>general history</u> She had two motors; used in ferry service in the Coos Bay area for transportation of freight and people. She was named <u>Relief</u> because she only went into service when the regular ferry broke down. ²	J. Ott	1. 6x9 orig. mat. afloat on Coos River
<u>RESTLESS</u> steam screw 45' built in 1887 in Parkersburg, OR by Capt. Leneve	J. Slattery	1. 5x7 re. 3* afloat (possibly mistaken ident.. may be newer vessel with same name)
<u>ROMER FLORENCE</u> oil screw built in 1914 in North Bend by Kruse & Banks	J. Slattery	1. 5x7 re. afloat
		2. 5x7 re. launching, 1914 (damaged in right corner)

¹ Johnson, 'Schooners of Coos Bay', pg. 71

² In conversation with Mrs. Carol Smith, Jess Ott's daughter

<u>ROBERT GRAY</u> Army Engineer's vessel	J. Slattery	1. 5x7 re. afloat
<u>ROOSEVELT</u> sidewheel steam ferry 95' built in 1921 in North Bend, by 'Kruse & Banks'	J. Slattery	1. 5x7 re. afloat with two cars 2. 5x7 re. afloat with approx. 20 on board 3. 5x7 re. at North Bend landing birdseye of four cars being loaded (under- exposed)

general history

The Coos County Road Commission built the Roosevelt and ownership passed to the Oregon Highway Commission when the Roosevelt Highway (the Oregon Coast Highway) was opened. She was launched July 21, 1921, and placed in service May 5, 1922. She was replaced by the larger, faster Oregon as the volume of traffic grew. She was retained for emergency use until the McCullough Bridge opened in 1933. She was then dismantled and laid up.¹

<u>RUSTLER</u> gas river boat 60' built in 1911 in North Bend by 'Kruse & Banks'	J. Slattery J. Ott W. Haydon	1. 5x7 re. afloat 2. 4x4 orig. mat. afloat on Coos Bay 3. p.c. at dock with five men
----------------------------------------------------------------------------------------------	------------------------------------	--------------------------------------------------------------------------------------------------------

general history

Owner was Herman Edwards; she was believed to be the first gas-powered boat in the area.² She was at one time a lifeboat. She was burned four miles south of Fox Rock on Aug. 24, 1919.³

<u>RYDER HANIFY</u> steam schooner 235' built in 1920 in North Bend by 'Kruse & Banks'	J. Slattery J. Granger F. Kruse	1. 5x7 re. afloat on bay 2. 8x10 orig. afloat on bay 1920 3. 8x10 orig. 3* afloat
----------------------------------------------------------------------------------------------------	---------------------------------------	--------------------------------------------------------------------------------------------------

general history

She was built for the Hanify Co. designed with sister ships by David W. Dickie and Renwick Z. Dickie, San Francisco naval architects. These double-enders carried 1,350,000 board feet of lumber--615,000 in the holds and the remainder lashed on the deck. The twins were 235 feet long and manned by a crew of 28. The Anne Hanify left the ways in January 1920 and the Ryder Hanify followed on April 17, 1920. Unlike most steamers built in Coos Bay, the two were completely outfitted by the builders. Both of the vessels enjoyed long lives, being taken from lay-up for service in World War II, which both survived.⁴

1 Peterson, 'A Century of Coos And Curry', pg. 418

2 In conversation with Gordon Ross

3 Peterson, 'A Century of Coos and Curry', pg. 418

4 Johnson, 'Schooners of Coos Bay', pg. 95

SAGINAW

steam schooner 191.4'
built in 1907
in Hoquiam, Wash.
by Matt

F. Younker

- 1. p.c.
water-logged steamer
Saginaw drawing 21',
towed into Coos Bay
by the Redondo

J. Slattery

- 1. 5x7 re.
shipwrecked

SAN RAMON

steam schooner 199'
built in 1913
in North Bend
by 'Kruse & Banks'

J. Slattery

- 1. 5x7 re.
under construction
Nov. 22, 1912
- 2. 5x7 re.
under construction, view
of deck, finishing work
to be done. Robert
Banks on right in photo.
View of shipyard show-
ing hills in background
with only a few homes.

F. Kruse

- 3. 3x5 orig.
afloat

J. Slattery

- 4. 5x7 re.
afloat

General history

The San Ramon was built for the 'E. J. Dodge Co.' of San Francisco. She was the largest and costliest steam schooner built in Coos Bay up until that time. She weighed 993 tons and cost \$150,000. She ended her career on the Humboldt Bay bar in 1941 after many years in the lumber trade, renamed the Katherine Donovan.¹

SANTA ANNA

steam schooner
built in 1900
by Hans Reed
at Pleasant Point, OR

J. Slattery

- 1. 5x7 re.
under construction at
Reed's shipyard. Very
interesting photo, exact
reproduction in water
reflection (Isthmus
Slough) Evidence of
forest fire in back-
ground.

2. C. C. Museum

- 2. 8x5 orig. mat.
under construction

SANTA CLARA

steam schooner
built in 1900
at Everett, Wash.

J. Slattery

- 1. 5x7 re.
17* shipwrecked and
afloat

C. C. Museum

- 1. 2x5 orig.
5* shipwrecked

G. Ross

- 1. p.c.
shipwrecked

F. Younker

- 1. p.c.
loaded with groceries,
clothing, and liquor

D. Safely

- 1. 21* p.c.
Most which are ship-

SANTA CLARA (Continued)

wrecked photos and activities of people salvaging the goods off the wrecked vessel on Bastendorff Beach

general history

The S. S. Santa Clara, when launched, was the largest steam schooner on the Pacific coast. On November 2, 1915, the S. S. Santa Clara of the 'North Pacific Steamship Company', inbound for Portland, wrecked on Bastendorff Beach, at the south entrance of Coos Bay. Six boats in all were put over the side as water came into the engine room. Sixteen lives were lost out of the sixty aboard. She had struck a shoal where the breakers pulverized the vessel beyond recognition.¹

The merchants of Marshfield found themselves forced by insurance companies to burn the hulk and stop the salvaging of the cargo, which included groceries, furniture, liquor, and general household items.²

SEATTLE
dredge

D. Safely

1. p.c.
tug towing Seattle and the Breakwater, crossing the Coos Bay bar.
2. p.c.
dredging in Coos Bay.

SILVER SPRAY

W. Humbert

1. 8x10 orig. framed
Wilbur Humbert's (a renowned contemporary wood boat builder) first boat built of Coos Bay area.

SPEEDWELL

steam schooner 192'
built 1912 at North Bend by 'Kruse and Banks'

J. Slattery

1. 5x7 re.
on ship's rail, stern view showing two propellers with unidentified employees below the stern. 1912
2. 5x7 re.
just after launching, under tow for San Francisco for engine.

J. Granger

1. 5x7 orig. mat.
afloat
1. under construction, 1912
2. 7x9 orig.
moments after launching

F. Kruse

STANWOOD

steam schooner
built in 1916 at

F. Kruse

1. launching of 1916
2. 7x9 orig.
with the Port Angeles, both under construction

¹ Gibbs, 'Shipwrecks of the Pacific Coast', pg. 154

² In conversation with Frank Younker

STANWOOD (Continued)

North Bend by
Kruse and Banks

J. Slattery

1. 5x7 re
afloat

J. Granger

1. 5x7 orig.
loaded with lumber
1917 (under-exposed)

general history

The Stanwood was built for 'Bixby and Clark', and was the sister-ship of the Port Angeles. The Stanwood remained active through World War II, although a storm of December, 1940, which wrecked havoc with the steam schooners caught out, almost claimed her. The Coast Guard answered her distress signals, and she was towed into Humboldt Bay, and kept afloat by her buoyant lumber cargo.

SUJAMICO

W. Haydon

1. 2½x4½
snapshot

C. Adamson

1. 2x4 orig.
afloat

2. 2x4 orig.
shipwrecked at Horsfall
Beach, smoke coming from
stack, 1928

W. Humbert

1. 3x2 orig.
shipwrecked, 1928

general history

The remains of the Sujamico are still present at Horsefull Beach.¹

SUNRISE

river boat

G. Ross

1. 5x7 re.
afloat

general history

The Sunrise was owned by the 'Sunrise Condensory' and used to haul milk.²

TELEGRAPH

steam sternwheeler
built in 1914 in
Prosper by Carl
Herman

G. Ross

1. 5x7 re.
on Coquille River

THREE STAR

purse seiner
built 1937

J. Granger

1. 8x10 orig. mat.
afloat with people on
board, 1937

F. Kruse

2. 5x7 re.
afloat

¹ In conversation with Chester Adamson

² In conversation with Gordon Ross

THREE STAR (Continued)

general history

While still on the ways, she was sold to Mascake Kuwabara, who desired she be launched under the Japanese flag. Balked in his wish by the builders, her owner contented himself by having half the flags displayed on the halyard from bow to stern at the launching be the Japanese rising sun emblem. Not surprisingly, the Three Star was later siezed by the U. S. Government on the grounds she was improperly registered to an alien firm. She was converted to a coastal minesweeper, and she absolved herself of blame for her Japanese ownership by fighting in the Pacific during World War II as the U. S. S. Pintail (AMC-17). The Three Star returned to civilian life at the close of hostilities and as of 1953 was working as a fishing vessel out of Astoria.

TIGER

gas river boat 52'
built in 1919
in Empire City
by John Swing

J. Slattery

1. 5x7 re.
afloat on Sunset Bay
2. 5x7 re.
afloat
1. p. c.
afloat

W. Haydon

TILLAMOOK

gas schooner 150'
built in 1911
in North Bend
by Kruse & Banks

J. Slattery

1. 5x7 re.
docked with Patsy
and 4-masted schooner
2. 2* 5x7 re.
one photo aflat at
Bandon bar
1. 5x7 re.
afloat 1911
1. p.c.
afloat
1. 5x7 orig. mat.
launching 1911;
many people on dock
(faded left side)
1. 2x5 orig.
bow view at dock

F. Kruse

C. C. Museum

J. Granger

W. Haydon

general history

Renamed the Norco.

TIOGA

riverboat 63'
built in 1907
in North Bend
by Z. A. Kanick

J. Slattery

G. Ross

1. 3* 5x7 re.
afloat
2. 5x7 re.
afloat on Coos River

TORPEDO

D. Safely

1. p.c.
Torpedo or Elollita
at Coos Bay

TORQUIN

TOURIST

oil screw passenger J. Slattery 1. 5x7 re.
riverboat 60' afloat
built 1921 G. Ross 2. 5x7 re.
in Astoria, OR with the Traveler
general history
She was owned by the 'Coos Bay Ferry Co.'

TRAMP

gas river boat 56' J. Whitty 1. 5x7 re.
built in 1911 afloat
in Empire City J. Slattery 2. 5x7 re.
by John Swing afloat
F. Younker 3. 5x7 re.
hauling groceries
from Gold Beach to
Coos Bay
general history
Renamed the Pilot¹

TRANSFER

Coos River boat J. Ott 1. 8x10 orig.
birdseye of her dock-
ed at Allegany on
Millicoma River, town
and hills in background
1908 (beautiful photo)

TRANSIT

gas stern wheeler 60' J. Ott 1. 8x10 orig.
built in 1908 afloat in Bay
in Marshfield J. Slattery 1. 5x7 re.
by 'Park & McCallon' side view on Bay with
passengers and cars.

TRIUMPH

steam schooner 64' J. Slattery 1. 5x7 re.
built in 1889 afloat
in Parkersburg, OR
by Hans Reed

U.S. FISHERIES

J. Granger 1. 7x10 orig.
wooden ship's interior
J. Slattery 2. 5x7 re.
afloat

¹ In conversation with G. Ross

UNION

gas 38'

G. Ross

1. 5x7 re.
afloat

built 1912
at Marshfield
by Frank Lowe

general history

The Union was at one time the Riverton school boat. It is presently being rebuilt to be used as a fishing boat.¹

VEGA

gas river baot 40'

J. Slattery

1. 5x7 re.
afloat

built 1908 at
North Bend by
Peter Peterson

VERGY J

fishing vessel 34'

C. Johnson

1. 2x5 orig.

built 1936
Haynes Inlet, Coos
Bay, by Clyde Johnson

WAHTAHWASA

gas 55'

H. Knutson

1. 5x7 orig.
afloat in Bay
2. 5x7 re.
afloat
3. 2* 5x7 re.
afloat in Bay

built 1911 at
Marshfield by
Matson & Bjorkquist

G. Ross
J. Slattery

general history

the Wahtahwasa was built on Catching Slough, and bought in 1933 by the 'Knutson Tugboat Co.', and renamed the Koos #3 and used as a tug. It is presently lying near its place of birth, up on Catching Slough with possibilities of being restored by Gordon Ross.²

WILMINGTON

J. Slattery

1. 28 5x7 re.
launching of, 1913

¹ In conversation with Gordon Ross

² In conversation with Gordon Ross

ADDITIONALLY GATHERED INFORMATION

ADDITIONALLY GATHERED INFORMATION

ADDITIONALLY GATHERED INFORMATION

LIFE SAVING STATION

GENERAL HISTORY

The original Life Saving Station of Coos Bay was commissioned in 1878 and located at Cape Arago Lighthouse of Cape Gregory. It was in charge of a keeper but no crew as they relied on volunteers when the station service was needed. Its first keeper was C. Nelson, who served 1878-1881; second keeper, Thomas Brown, 1881; third, James Desmond, 1881-1883; fourth, William Abbot, 1883-1886; fifth, R. E. Meming, 1886-1887.

The Life Saving Station transferred from its original site in 1891 to the North Spit across the bay from Empire. It was moved from its former site and made a first-class station in 1891. Its first crew that enlisted were Alex Scott, Mike Poulson, William Wikens, John Nelson, Alex Erikson, R. Breen. The crew in 1898 were Jerry Haynes, Joseph Younker, C. J. Nordstrom, K. E. Marcy, G. M. Sealy, S. B. Morris, John Pederson, and Z. G. Copeland.

The third location was near the bay's entrance at Charleston. This station was termed a Life Boat Station of first class and was equipped with appliances having a lifeboat, surfboat, and a full set of beach apparatus, also spare whip lines, shot lines, and various other appliances necessary for the station.

*Information provided by the Coos-Curry Pioneer Museum.

LIFE SAVING CREW, STATION, AND EQUIPMENT

PHOTOGRAPHS

From the Collection of:

J. Slattery

1. 5x7 re.
beach wagon, six men
pulling, three trees
behind.
2. 5x7 re.
interior of original beach
house with a 26' life boat
and beach wagon shown.
3. 5x7 re.
Ed Marcy and Life Saving
Crew of eight shown, 1895-
1900.
4. 5x7 re.
formal portrait of crew;
Captain Jacobsen, Jerry
Haynes, Joseph Younker,
Charles Nordstrom, Ed
Marcy, Sam Morris, John
Pederson, Z. P. Copeland

F. Younker

1. 5x7 orig. mat.
Captain Nelson of Life
Saving Crew, 1900
2. 8x7 orig. mat.
crew photo

Right to left, top row:
Frank Younker (child), Mrs. Captain Nelson, Mrs. Mamie Younker, Mrs.
Albee, Antone Anderson, Jack Farley, Charlie Nordstrom, Captain
Nelson, Joseph Younker.

left to right:
George Jackson, Gus Engblom, John Pederson

Coos-Curry Co. Pioneer
Museum

1. 24 orig. mat.
photos (most orig.) of
various locations of the
Life Saving Station,
Cape, Arago, North Spit,
and Charleston.

ADDITIONALLY GATHERED INFORMATION

CAPE ARAGO LIGHTHOUSE
PHOTOGRAPHS

From the Collection of:

J. Slattery

1. 5x7 re.
original lighthouse (600'
from present site).
2. 5x7 re.
1908, when moved inland
3. 5x7 re.
1908, new lighthouse
4. 5x7 re.
1908 2nd lighthouse, 1st
life saving station and
small residence.
5. 5x7 re.
2* photos of present light-
house, shown is the con -
struction of the foot bridge
from mainland to the present
site; the island Cape Greg-
ory

ADDITIONALLY GATHERED INFORMATION

JETTY CONSTRUCTION
PHOTOGRAPHS

From the Collection of:

Jack Slattery

1. 5x7 re.
N. jetty construction,
tressel built up on rocks
with small locomotives,
man in rowboat, and construct-
ion shown, 1894
2. 5x7 re.
N. jetty construction, 1900-
1905.
3. 5x7 re.
1876 construction of the
'cribs' at Barview.

g. h. The building of the 'cribs' was the first construction of this nature in the bay. It was constructed to the west to deflect water away from the land.¹

4. 5x7 re.
1910, extending N. jetty
locomotive and unidentified
driver posed.
5. 4* 5x7 re.
construction, crew, and
'pilot driver', a steam
powered machine used to
place piling.
6. 5x7 re.
a close-up of rocks being un-
loaded and three unidentified
men.
7. 5x7 re.
close-up of locomotive.
8. 5x7 re.
1895, South looking North
of entrance of Coos Bay.

¹ In conversation with Jack Slattery

Jack Slattery (cont.)

9. 5x7 re.
1920-21 railroad tracks
along cliffs of entrance,
which was means of transport-
ing rocks for south jetty
construction.
10. 5x7 re.
birdseye view of Coos Bay
entrance with ship in bay,
railroad tracks along cliffs,
entrance of bay and view of
the tip of the north jetty.
11. 5x7 re.
1920-21 birdseye view of
south jetty.

E. Oliphant

1. 9.4 re.
Coos Bay entrance about 1884,
jetty under construction.
2. 8x10 orig.
aerial view of south jetty
looking S. W. in Sept. 1957.
3. A series of 8x10 orig. U.S.
Corps of Engineer photographs
of the Coos Bay jetty con-
struction and other ports
along the Oregon Coast.
4. 8x10 orig.
A series of aerial photos of
collision and sinking of the
U. S. Corps' vessel Rossel
and the Norwegian ship
Thorshall.

g.h. This wreck took place on Sept. 15, 1957 at the entrance
of Coos Bay.¹

G. Ross

1. A dozen photographs of the
north and south jetty
construction.

¹ From the collection of E. Oliphant

ADDITIONALLY GATHERED INFORMATION

EARLY MARSHFIELD PHOTOGRAPHS

From the Collection of

J. Granger

1. 8x10 original
"Kruse & Banks" shipyard
in 1940, with a series of
seven cars parked in the
foreground.
2. 8x10 original
aerial photo of "Kruse &
Banks" shipyard, about 1943.
Shown is existing Weyerhaeuser
steamlant.
3. 8x10 original (faded)
Marshfield about 1922 at
Port Dock.

J. Hudson

1. 3x5 original
an undeveloped part of Marsh-
field showing a mudflat with
ships docked beyond in the
bay. This site is that portion
of land west of Bayshore Drive
where the "Thunderbird" is.
2. 8x10 reproduction
aerial view of "Kruse & Banks"
shipyard, 1930.
3. 3x10 reproduction
early Marshfield from Telegraph
Hill looking northeast towards
the bay and eastside.
4. 3x4 reproduction
C. A. Smith Mills from the
Eastside.
5. 5x7 reproduction
early Marshfield, snow covered.
6. 3x5 reproduction
Southern Pacific Motor Car at
Marshfield. (A Rehfeld photo)

EARLY MARSHFIELD PHOTOGRAPHS

From the Collection of

George Vaughn

1. 40"x8" orig.
North Bend in 1925, a birdseye view showing Pony Slough.
2. 40"x8" orig.
Marshfield in 1915, photographed from Telegram Hill.
3. 2-1/2x4 orig.
Coos River Ferry Landing (Enegen Ferry Landing) Man and car shown.
4. 30"x6" orig.
Coos Loggin Company's lumber yard with the large vessel the REGAL being loaded, September 1933.
5. 4x5 orig. mat (faded)
Drain-Marshfield stagecoach
6. 8"x26" orig.
Daniels Creek, by Delwood. Shown is old locomotive with logs on rail carts, owned by the Simpson Lumber Company.
7. p.c.
Log dump at Daniels Creek, showing rail cart.
8. p.c.
formal dedication on the waterfront, high jump, taking place.
9. p.c.
North Bend, Janiary 29, 1916, Water and railroad bridge shown.
10. p.c.
waterfront, Old Town, 1901
11. 5x14 orig.
North Bend, early 1900's

ADDITIONALLY GATHERED INFORMATION

SPECIAL COLLECTIONS

Victor West

SPECIAL COLLECTIONS

Victor West's Collection

Volume I of Kruse and Banks

General History of Kruse and Banks' Shipbuilding Company.
Approximately 350 pages of photographs and text.

8*

* information given,
date built, launch date, for whom built, type of rig, use, where
run, accidents, rebuilding.

"S. OREGON SHIPWRECK PHOTOGRAPHS"

Volume II "DAVEY JONES' LOCKER SHIPWRECKS ALONG THE S. OREGON COAST"

8* Approximately 200 pages

8* Description of geography given.

* Sections: 1800-1850 1871-1880 1911-1920
 1851-1860 1881-1890
 1861-1870 1891-1900
 1901-1910

Volume III (continuation of "SHIPWRECKS") Approximately 300 pages
photographs and 15 sentence descriptions with photographs.

1941 1951-1960
1841-1909 1971-1980

Volume IV "SIMPSON'S SHIPYARD"

Approximately 200 pages mainly photographs with written history
8* with bibliography.

Volume V "SMALL CRAFTS - BAY AND RIVER BOATS"

* approximately 250-300 pages.

8* information with photographs; year built, builder, owner,
conversions, when abandoned.

*Bibliography; Coos County Museum and Jack's Photo Service.

Sections: 1850-1880 1901-1905
 1881-1890 1906-1910
 1891-1900 1911-1915

Volume VI (continuation of "SMALL CRAFTS") Approximately 200-250
pages.

Sections: 1916-1920 1941-1950 1971-
 1921-1930 1951-1960
 1931-1940 1961-1970

Volume VII "LOWER COOS BAY SHIPBUILDING - EMPIRE

EMPIRE SHIPYARD

OTHER COOS BAY SHIPBUILDERS

CAPT. PARKER AND S. DANIELSON - COQUILLE"

* Approximately 180 pages.

Volume VIII John Pershacker's Shipyard, started 1868
 Hans Reed, started 1870s
 Emil Heuckendorff 1900
 Coos Bay Shipbuilding Corp., started 1918,
 out of business 1919
 Hillstrom Shipbuilding Co., started 1940-41.

* approximately 300 pages.

BOOK I, SHIPWRECKS

<u>ADVENT</u>	<u>EMILY</u>	<u>TRANSIT</u>
<u>CRICKET</u>	<u>EMMA ALEXANDER</u>	<u>SAN BUENAVENTURA</u>
<u>CLAREMONT</u>	<u>ARAGO</u>	<u>MARCONI</u>
<u>CONGRESS</u>	<u>MONTEREY</u>	<u>ALERT</u>
<u>NANKING</u>	<u>CHINOOK</u>	<u>BREAKWATER</u>
<u>OZMO</u>	<u>NOVELTY</u>	<u>CZARINA</u>
<u>C. A. SMITH</u>	<u>CLEONE</u>	<u>NORTH STAR</u>
<u>COLUMBIA</u>	<u>GOLDEN BEAR % ACTIVE</u>	<u>CURLEW</u>
<u>F. A. WARNER</u>	<u>NORTH BEND</u>	<u>OSPREY</u>
<u>GUSSIE TELFAIR</u>	<u>OHIO</u>	<u>MAYFLOWER</u>
<u>GYPSEY</u>	<u>GEORGE L. OLSON</u>	<u>MARTHA BUEHNER</u>
<u>JULIA H. RAY</u>	<u>YMS 133</u>	<u>DOYLESTOWN</u>
<u>CHARLES W. WETMORE</u>	<u>PRENTISS</u>	<u>SUJAMICO</u>
<u>NECANICUM</u>	<u>C. R. P. A. #2</u>	<u>FORT BRAGG</u>
) <u>ALVARADO</u>	<u>ROBERT GRAY</u>	<u>OLIVER J. OLSON III</u>
<u>PETROLITE</u>	<u>LEWIS EMERY JR.</u>	<u>INISFALL</u>
<u>RAINER</u>	<u>GEORGE S. LONG</u>	<u>CHESTER HARDING</u>
<u>MAIDEN CREEK</u>	<u>RECAN STAR</u>	<u>NAD HODKA</u>
) <u>ALICE M.</u>	<u>CILCO RANGER</u>	<u>ARISTAGELOS</u>
) <u>COLORADO</u>	<u>P. M. ANDERSON</u>	<u>SEA RACER</u>
<u>IDA M.</u>	<u>LA PLATA MURU</u>	<u>MODOC</u>
<u>BARBARA OLSON</u>	<u>LOUHELEN</u>	<u>HOEGH MARLIN</u>
<u>JUDY JANE</u>	<u>THRESHALL</u>	<u>DART</u>
<u>HERTHA</u>	<u>SF-11</u>	<u>KATHY LYNN</u>
<u>OLIVER OLSON</u>	<u>DOROTHY J. % ELSIE T.</u>	<u>PELICAN</u>
<u>HOWARD OLSON</u>	<u>SAN MARCOS</u>	<u>GLENDALEGGEN</u>

SHIPWRECKS (cont.)

<u>HELEN E.</u>	<u>SYLVIA</u>	<u>WAIOMA</u>
<u>MARY ANN</u>	<u>TEXMAR</u>	<u>NEL RON DIC</u>
<u>29-E 611</u>	<u>KALAMAS</u>	<u>W. T. ROSSELL</u>
<u>S. PACIFIC</u>	<u>CAPPY</u>	<u>COOS BAY</u>
<u>F. E. WEYERHAEUSER</u>	<u>CYGNET</u>	<u>SEA FOX</u>
<u>PORT OF PASCO</u>	<u>C & L</u>	<u>BOWLING GREEN</u>
<u>WINQUATT</u>	<u>POLICOS</u>	<u>LAMARIA</u>
<u>29-N-668</u>	<u>ALASKA CEDAR</u>	<u>SILVER SPRAY</u>
<u>29-6-147</u>		

ALBUM, "SHIPS AND BOATS NAMED FOR OREGON TOWNS"

*75 photographs

ALBUM, "LOCAL GENERAL HISTORY - WOOD PRODUCTS #1600"

ALBUM, "PACKAGED LUMBER"

In 1908, C. A. Smith started package loading lumber versus hand stowing. 60 photographs and description of loading procedures and changes.

PHOTOGRAPH ALBUM, "C. A. SMITH AND COOS BAY LUMBER CO. FLEET"

<u>NANN SMITH</u>	<u>LUMBERTOWN</u>
<u>REDONDO</u>	<u>NOYO</u>
<u>ADELINE SMITH</u>	<u>MARGARET SCHAFFER</u>
<u>C. A. SMITH</u>	<u>MARTHA BUEHNER</u>
<u>JOHANNA SMITH</u>	<u>FRANK O. STOUT</u>
<u>VULCAN</u>	<u>BROOKINGS</u>
<u>COOS BAY</u>	<u>NECANICUM</u>
<u>F. A. WARNER</u>	<u>NORTH BEND</u>
<u>LUMBERMAN</u>	<u>ROLANDO</u>
<u>CASTLE TOWN</u>	

MAPS and MISCELLANEOUS ITEMS

Cape Gregory Map, 1890, 30x30, first published in 1866, good condition.

Entrance to Coos Bay: map, 1862, 18x 18 on 30x30 paper; scale 1/20,000, done by "Coast Survey Office", fine ink work.

(MAPS and MISC. cont.)

U. S. Coast and Geodetic Survey Map, 1892, beginnings of North Jetty shown.

⊛ Navigational Charts of Coos Bay: July 1901, January 1921

Two other navigational charts

Ship Models: 3 or 4, hand built in ill repair. One is a 30" clipper ship.

TROPIC BIRD: print, 12x15. Built at Old Town shipyard in 1882.

Coos County Map; from Tenmile to below Bandon, hand drawn by Victor West, Jr.

Display, Sketches and descriptions of sailing vessels, rigs that were used and built on the Pacific Coast. From the book, "Sailing Ship Rigs and Rigging".

SHIPS' REGISTERS

ANNUAL LIST OF MERCHANT VESSELS OF THE UNITED STATES (total 24)
Department of Commerce, Bureau of Navigation

volumes:	1885	1905	1925	1957	1969
	1887	1907	1944	1960	1973
	1891	1913	1946	1963	
	1894	1920	1948	1964	
	1901	1923	1951	1968	

LLOYD'S REGISTER OF SHIPPING

1919-1920
1938-1939
1950-1951

AMERICAN BUREAU OF SHIPPING

1959

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Binfords and Mort Publishers, Portland, Oregon
(pages 405-424, Shipbuilding section by V. West.)

DISTRIBUTION LIST

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PORT OF COOS BAY

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