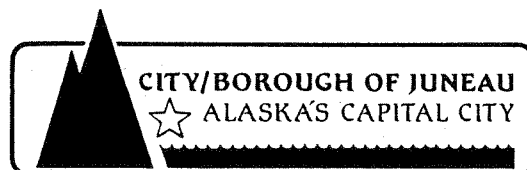
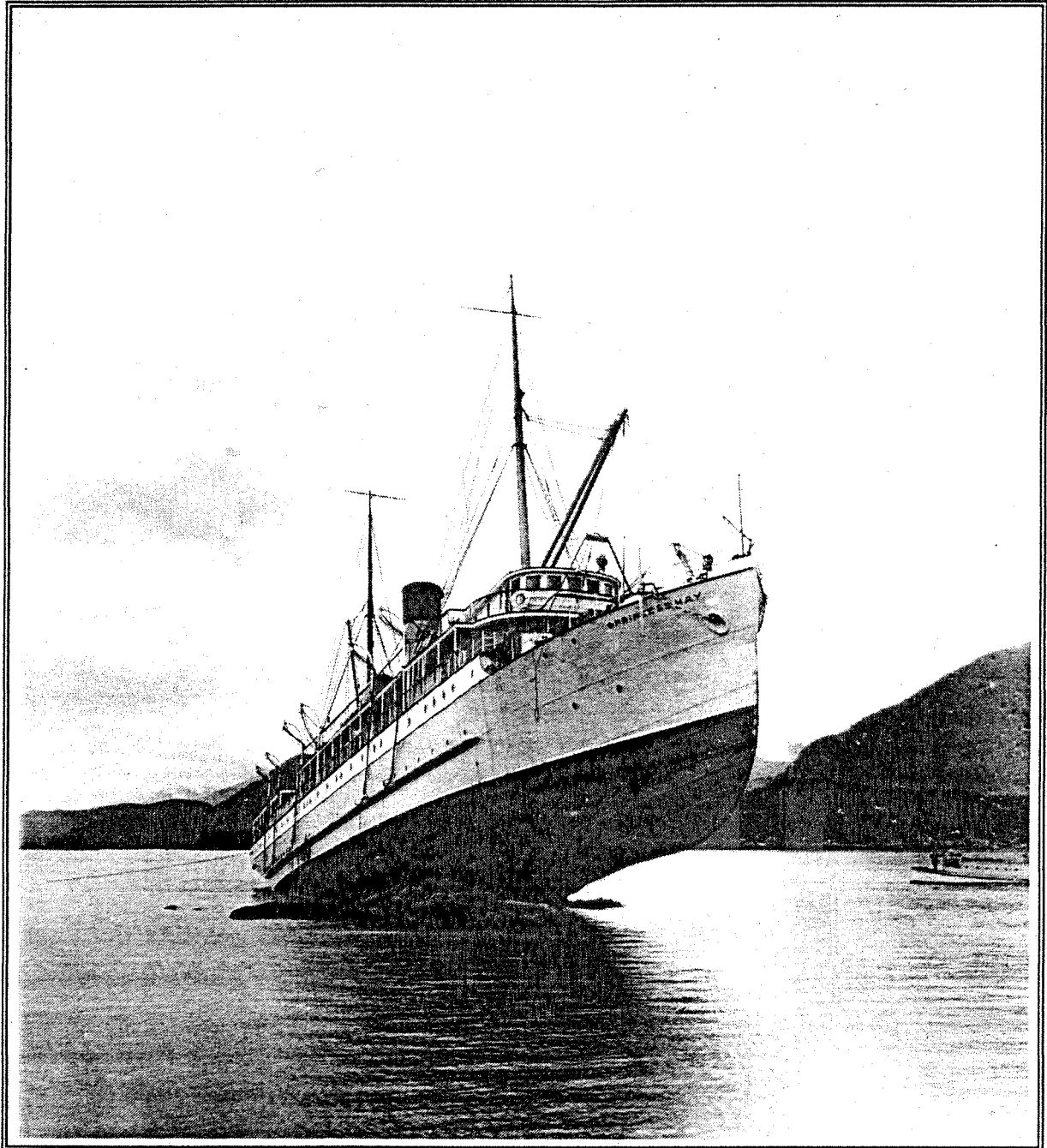


INVENTORY AND SURVEY OF HISTORIC SHIPWRECK SITES



September 1992

ACKNOWLEDGEMENTS

This inventory and survey of the Historic Shipwreck Sites within the City and Borough of Juneau was produced by the City and Borough of Juneau, Community Development Department.

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Juneau Historic Commission CBJ Assembly

Jamie Parsons, Mayor
Errol Champion
George Davidson
Dennis Egan
Kim Elton
John MacKinnon
Caren Robinson
Rod Swope
Rosalee Walker

Historic District Advisory Committee

Gerald Clark, Chairperson
Johan Dybdahl
Charles Eaddy
Kim Elton
Marquam George
David Stone
Tony Yorba

Community Development Department

Murray Walsh, Director
Gary Gillette, Historic Preservation Planner
Jeanette St. George, Cartographer

Willette Janes, Historical Researcher

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*Cover photograph: PRINCESS MAY on the reef.
Winter and Pond Collection; PCA 87-1672
Courtesy of the Alaska State Historical Library*

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*Lifeboats of the PRINCESS KATHLEEN.
Early Prints of Alaska Collection; PCA 01-3767
Courtesy of the Alaska State Historical Library*

FOREWORD

In July of 1991 the City and Borough of Juneau (CBJ) Community Development Department (CDD) embarked on an ambitious project to inventory and survey a number of historic shipwreck sites located within the waterways of the City and Borough of Juneau. The following report documents this research effort and presents a look at the significance of the historic shipwrecks with an eye to the preservation of their legacy.

The subject of the historic shipwreck sites has struck a responsive chord with residents of Juneau and visitors alike. Many have inquired about the survey, wanting to know what the intent is and what it will mean for the sport divers who visit these sites. The intent of the survey and this document is to educate the general public to the value of the historic shipwreck sites. It is also intended to instill some pride in the courageous actions of Juneau's past residents as they responded to the tragedies which were the sinking of these ships. And lastly, the intent is to educate the diving public to the need for preservation of the wrecks so that future generations will have the opportunity to explore the romance of the plight of these great ships.

Historic preservation is an important ingredient in the process of community development. It helps with the understanding of influences in the growth and development of a region and the local community. It tells the tale of the struggle of our predecessors as they strived for development and modernization in this harsh environment of Southeast Alaska. The importance of informing people of their community's heritage cannot be understated. It is with this goal that the Community Development Department has pursued the inventory and survey of the historic shipwrecks within the City and Borough of Juneau, Alaska.

Gary Gillette
Historic Preservation Planner

INTRODUCTION

Historic Preservation

The Historic Shipwrecks Inventory and Survey is a continuation of the City and Borough of Juneau (CBJ) Community Development Department's (CDD) efforts to identify, survey, and preserve historic and cultural resources. The Historic Shipwrecks within the CBJ are a rich historical and cultural resource and deserving of further recognition. With this in mind, the CDD's eventual goal is to use this survey information to evaluate the possibility of nominating the shipwreck sites to the National Register of Historic Places as a multiple property listing.

The preservation of our country's cultural resources is imperative and efforts to accomplish this task are evident in the actions of government and private citizens alike. Many of these efforts began with the National Historic Preservation Act of 1906 and the Historic Sites Act of 1935 which established the National Historic Landmarks Survey. The National Historic Preservation Act of 1966 authorized the National Register of Historic Places, expanding Federal recognition to historic properties of local and State significance.

The National Register of Historic Places is the official Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Significance may be found in four aspects of American history recognized by the National Register Criteria:

- ** Association with historic events or activities; or
- ** Association with important persons; or
- ** Distinctive design or physical characteristics; or
- ** Potential to provide important information about prehistory or history.

Note: The full criteria is included in the section on Evaluation Criteria located in the chapter of Statement of Significance.

The National Register is administered by the National Park Service and nominations for listing historic properties come from State Historic Preservation Officers. Communities, such as the City and Borough of Juneau, having a certified local historic preservation program, called Certified Local Government (CLG), also make recommendations, based on identification and surveys such as this one, to the SHPO on the eligibility of properties within their community.

The specific legislation which protects and calls for preservation of shipwrecks is the Abandoned Shipwreck Act of 1987. This public law recognizes the value of shipwreck sites and gives individual states the tools and incentive to take charge of shipwrecks in their coastal waters. The Alaska Historic Preservation Act sets forth protection legislation for historic shipwrecks and sites associated with them.

Purpose of the Inventory/Survey

In 1984 the City and Borough of Juneau, adopted its Comprehensive Plan. The Plan establishes policies for planning and development. Policy #53 states, "It is the policy of the CBJ to identify and protect historic and archaeological resources." Implementing actions for this policy include:

- * Complete the inventory of historic resources and evaluate historical significance and relative value of each resource.
- * Identify appropriate regulatory measures to protect identified historic resources. These may include special review of proposed changes, development standards, tax concessions and other measures.

To identify potentially significant historic properties within the City and Borough of Juneau, the Community Development Department, in 1984, prepared a strategy for its work in historic preservation. Goals and priorities were formulated which identified a number of future tasks to be pursued. In 1988, the department revised its strategy, reviewed its accomplishments and identified its new tasks for the next four years. The goal for the historic preservation program remained the same:

The Department of Community Development will gather information on the historical development of the Juneau area. This resource base will serve as an aid in long-range planning for growth and development in the City and Borough of Juneau.

One of the priorities identified was the need for recognition and survey of potential historic districts or multiple property designations. As a means of identifying areas for study and for devising better strategies for management, the Department continually listens to the expressed desires of the community including the Historic District Advisory Committee, Juneau-Douglas City Museum and Gastineau Channel Historic Society. The shipwreck sites have been identified as a historical resource needing attention and potential protection.

Resources of potential significance are identified which can be described as a cohesive architectural, cultural and/or historical entities, sites are identified based on geography, topography, historic uses, and resource types. These areas are surveyed and information collected through these surveys identifies districts of historic and/or cultural significance which, when placed in regional and community contexts, allows for planning in areas relating to the preservation of these cultural resources. Specifically, these surveys allow the Community Development Department to identify architectural, cultural, and/or historic districts which are eligible for nomination to the National Register of Historic Places. In order to pursue this goal, the city applied for and, in 1991, received a Certified Local Government Grant to do an inventory and survey of the historic shipwreck sites within the CBJ.

Description of Survey Area

The limits of the inventory/survey project include the navigable waters within the City and Borough of Juneau boundaries. These boundaries are indicated on the vicinity map contained within this report and are generally identified as a line stretching down the approximate center of Lynn Canal from Eldred Rock to Point Young on Admiralty Island, a line from Point Young

to Point Arden, and then a line on the eastern side of Stephens Passage from Point Arden to Point Coke.

Survey Methodology

The individual shipwreck sites were part of a lengthy documentation process. The search for information included research in the local newspapers, Alaska State Archives and Records Office, Alaska Historical Library, oral history interviews, study of historic photos, and maritime publications, etc. Survey forms were developed which include information needed to complete Alaska Heritage Resources Survey (AHRS) forms and include a physical description of the ship, and the extent of the wreckage, history of the ship, and an analysis of the significance of the property.

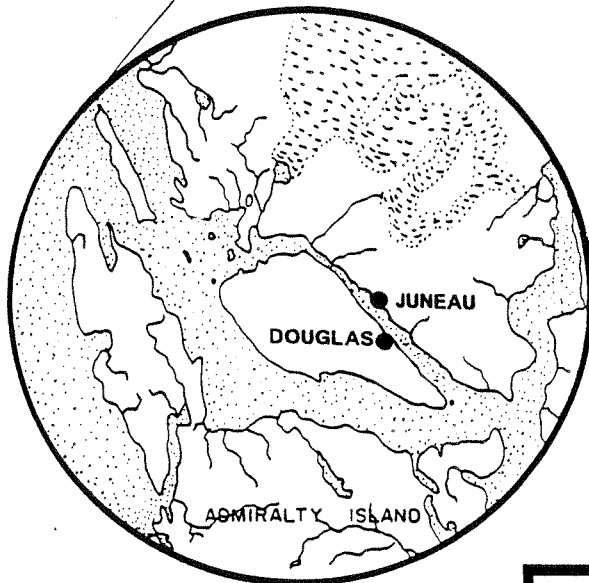
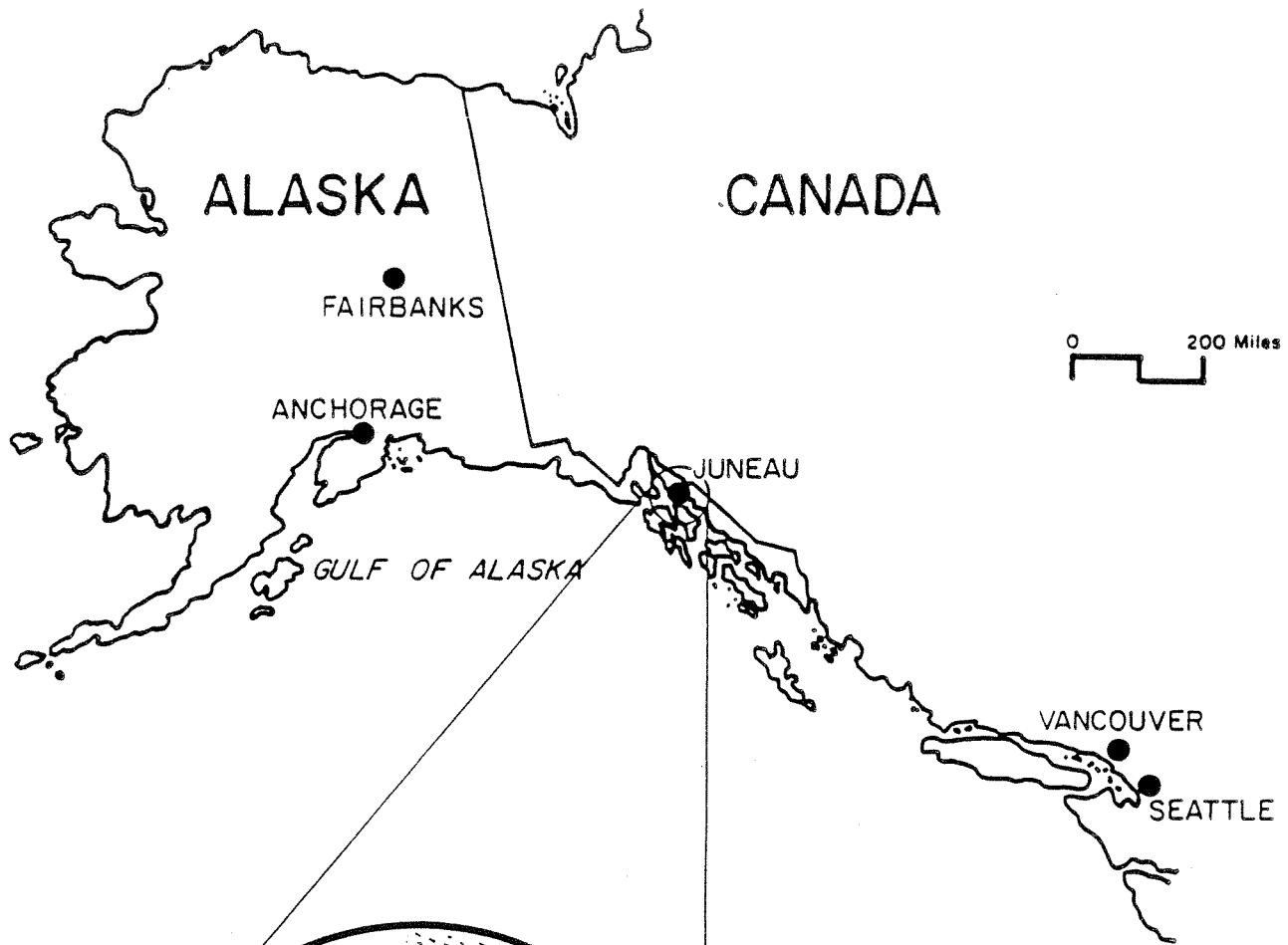
Not only did the research take us into the annals of the ships' history, but also into the lives of the masters, the crew, and the passengers. The research traced the history of the development of the inside passage to the northern end of Lynn Canal; the development of individual steamship companies; the development of navigational aids; the development of diving gear and new methods for re-floating submerged vessels; the sudden rush of the famous 1898 gold rush to the Yukon and, near the end, the death of some of those individuals who participated in it. The survey also documents the unselfish people of the Juneau and Douglas area who were always ready with their boats to go to the aid of any ship in trouble.

Approximately 50 stranding and sinking events of large and small ships over 50 years old were identified in the City and Borough of Juneau. They were researched and identified as having stranded on reefs; sunk and been raised; sunk without loss of life; and sinking events with partial and total loss of passengers and crew. The research was made possible with the assistance and cooperation of the Alaska State Historical Library, the Alaska State Archives, and local sport divers regarding the current condition of the submerged vessels. This survey focuses only on shipwrecks which received much public attention due to their unique circumstances including the loss of life and property.

This survey report focuses on the historic preservation related issues of contextual analysis and cultural and historic significance judgements based on those established contexts. All extant properties were identified and surveyed. The significance judgements were formulated after individual shipwreck sites were analyzed based on historic and current physical appearances.

Goals and Priorities of the Survey

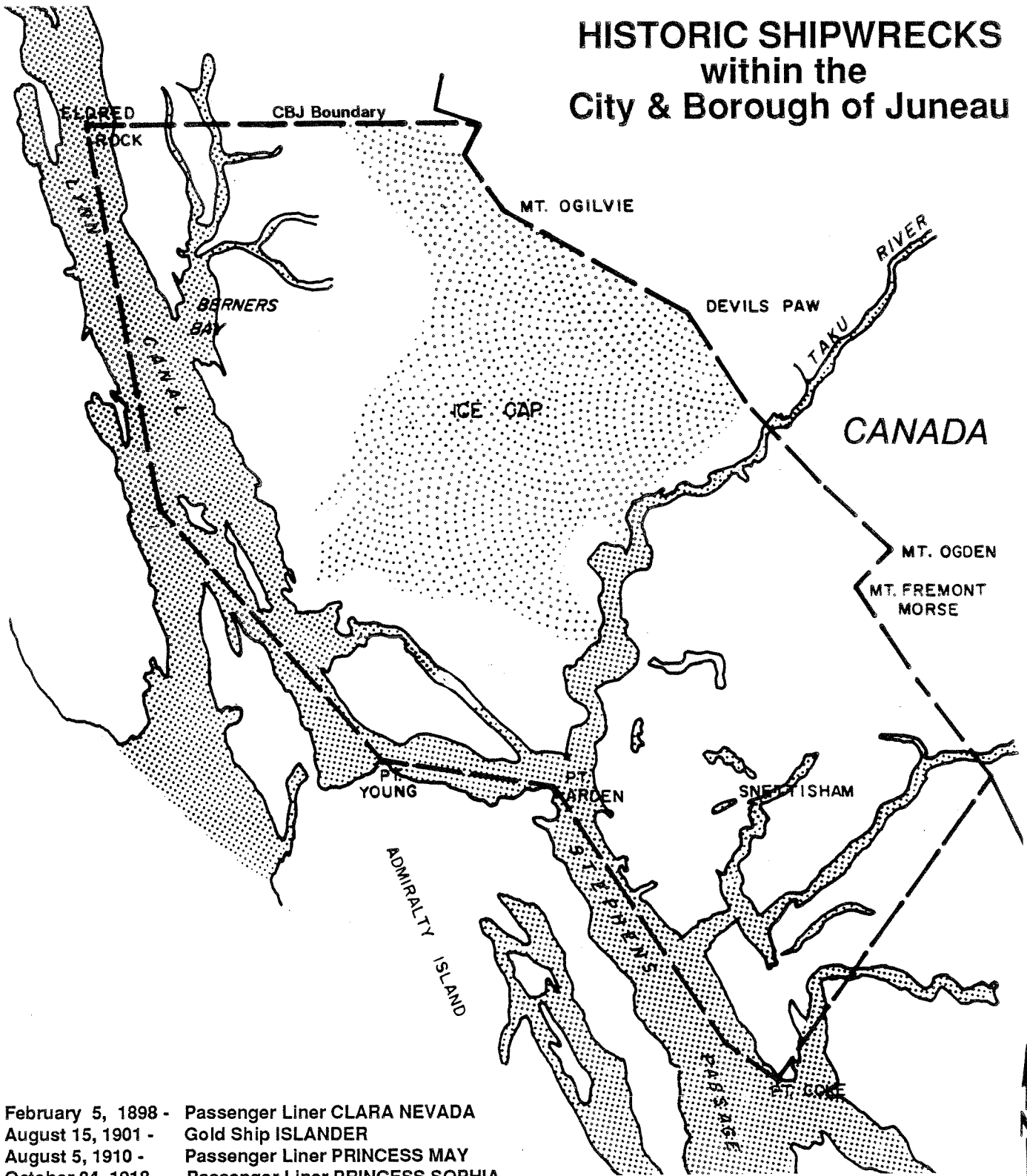
The goal of the Community Development Department is to identify areas worthy of recognition in Juneau. In conducting the survey of historic shipwreck sites, and indeed in all of its preservation related activities, the Community Development Department wishes to engender community awareness and pride in Juneau's important historic and architectural resources. In addition, the Department has as one of its major priorities, the protection of the shipwreck sites and may consider the nomination to the National Register as a multiple property selection. This survey is an important step in that direction.



LOCATION MAP

Inventory and Survey of
Historic Shipwreck Sites

HISTORIC SHIPWRECKS within the City & Borough of Juneau



- February 5, 1898 - Passenger Liner CLARA NEVADA
- August 15, 1901 - Gold Ship ISLANDER
- August 5, 1910 - Passenger Liner PRINCESS MAY
- October 24, 1918 - Passenger Liner PRINCESS SOPHIA
- September 7, 1952 - Passenger Liner PRINCESS KATHLEEN

VICINITY MAP

Scale: 1"= approx. 12 miles

HISTORIC CONTEXT

In order to establish the significance of a resource, it is necessary to place it in the context of its surroundings. To do this, the historic themes of the region, the community, and the shipwrecks themselves must be examined to ascertain the important people, events, and dates that influenced the character of a particular resource at a particular time in history. In addition, the technological development of the ships themselves is important as they took on safety and navigation advancements. With this information, it is possible to see how an individual resource was affected by and how it relates to the shipwrecks, the community, and the region in which it is located.

To understand how the shipwreck sites illustrate the larger themes or trends important to the history of the region and the community, it is necessary to examine the trends and patterns of settlement, quest for gold, and the shipping industry which influenced the Southeast Region of Alaska, the City and Borough of Juneau, and the shipwreck sites.

Southeastern Alaska, or the Panhandle, is one of five distinct regions in Alaska including the Gulf area, the western region, the Interior, and the Arctic. This large (42,000 square miles) and diverse region is composed of a narrow lacework of islands and peninsulas stretching approximately 500 miles from Icy Bay, northwest of Yakutat, to Dixon Entrance at the United States-Canada border beyond the southern tip of Prince of Wales Island.

The maritime climate of Southeast Alaska is mild in comparison to other regions of Alaska because of the warming influence of the Japan Current. The first inhabitants of this hospitable region were the Tlingit and Haida Indians who established permanent villages and developed diverse and culturally rich societies. Tlingit and Haida natives were the first mariners in southeast Alaska. They constructed large ocean going canoes (hollowed out logs) to travel long distances either to trade, visit other villages or to wage war.

In 1725, Peter the Great sent Vitus Bering and Alexei Chirikof to explore the North Pacific. The first recorded history of southeast Alaska was made from the deck of the sailing vessel ST. PAUL by Alexei Chirikof who spotted land believed to have been Sitka Sound. In 1743, the Russians began concentrated hunting of sea otter pelts in the Aleutian Islands of Alaska and advanced to Southeast Alaska in the 1790's. Though the French, Spanish, and British explored the region, their presence was not as great as that of their Russian counterparts who, in 1784, established a settlement at Three Saints Bay on Kodiak Island. In 1793 Captain George Vancouver sailed into Stephens Passage and Lynn Canal. In 1808, Alexander Baranof, governor of Russian America, moved his headquarters from Kodiak to Sitka in the Southeast region. The new Russian settlement on Baranof Island (New Archangel) in southeast Alaska, attracted traders who arrived by ships to trade for goods.

In 1867 the United States purchased Alaska from Russia for the bargain price of \$7.2 million dollars. The Russian capital, New Archangel, was renamed Sitka, and became the American capital of the newly acquired territory. Steam powered ships carrying occupation troops and supplies for the new settlement were among the first ocean steamers to be seen in those waters.

The Russians had only small coastal steam vessels. Their trans-Pacific ships were sailing vessels. Monthly boat service from San Francisco, California, was soon established and by 1875 several steamship lines were making the voyage up the Alaskan "panhandle." Shipping became the lifeline of Alaska. Previous to that time the Alaska coast was shunned by all except explorers and traders. The southeast Alaska waterways were known to be some of the most challenging in the world. Charts used in the early exportation of southeastern Alaska were based upon surveys done by Captain Vancouver in 1793 and 1794. Additional information was later added by American, Russian and British navigators. The shores were inhospitable because of treacherous tides, winds of gale strength, poor visibility and unmarked reefs.

Secretary of State William H. Seward, negotiator of the purchase of Alaska for the United States, was disparaged for his judgement because Alaska was considered a useless icebox. Because of this attitude, Alaska was ignored by the federal government for decades. Fortune hunters did not ignore the area however. Gold was known to have existed in Alaska as early as the 1840's, but it was not until October of 1880 that gold was discovered in the area of Gastineau Channel by Richard Harris and Joseph Juneau. They were grubstaked by George Pilz, a Sitka mining engineer who had grubstaked numerous prospectors to search for gold north of Sitka. On their second trip to the area, Harris and Juneau discovered gold in a valley they named Silver Bow Basin. On October 18, they staked a 160-acre town site. Harrisburg, Rockwell, or Juneau as it eventually came to be known, was situated on the shore of Gastineau Channel under the shadows of Mount Roberts and Mount Juneau. A mining camp located on the beach was composed of tents and cabins constructed of trees which grew through the town site, and supplies and materials brought from Sitka. According to accounts written years later by Pilz, the two men and several local Tlingit Indians arrived by a Columbia River fishing boat worth \$300. It was reported that the first group of miners to arrive from Sitka came on the Northwest Trading Company's vessel the FAVORITE, commanded by Captain J.M. Vanderbilt. The U.S.S. JAMESTOWN also arrived in the area and was involved in helping to set up the new gold camp. Soon hundreds of prospectors flocked to the newly established gold camps of Juneau, Treadwell and Douglas City on Douglas Island.

In the nine years following the discovery of gold, Juneau's population grew 800 percent from 150 to more than 1,200. Gold mining was the driving force behind this growth. As mining grew and large companies expanded the workings, it became apparent that Juneau would not be just another "boom and bust" gold camp. Rather, it enjoyed a growing prosperity built with the Alaska Juneau and the Treadwell becoming the largest gold-producing lode mines in the world, recovering more than \$130 million.

It wasn't until the gold rush into the Yukon Territory in 1897-98 that steamship travel made a significant increase into south eastern waters. The cry of "Gold" echoed throughout the world in 1897 when the steamer PORTLAND arrived in Seattle carrying a fortune in nuggets and dust from discoveries made in the Yukon Territory of Canada. The Klondike gold rush was on. Alaska would never be the same. The waterways were soon full of ships carrying adventurous people northward towards the gold fields of the Klondike. The real development of the "inside passage" had begun and in the ensuing years became a major route to overland staging areas for the gold fields in Alaska and the Yukon. The major route to the Klondike gold fields was over the Chilkoot Trail from Dyea. In order for the throngs of gold seekers to reach Dyea they traveled by ship through the waters of Lynn Canal. Juneau became a stop off point for many of the ships heading north. It was a convenient last stop for supplies and fuel. Although most

fortune seekers were heading to the Yukon some stayed behind in Juneau or at least stopped by for a visit or rest from the weariness of travelling long distances. Not all the vessels stopped at Juneau, some went straight up Lynn Canal to Dyea.

Spurred on by the development of the mines, regularly scheduled steamship travel increased into Juneau. The ISLANDER, owned by the Canadian Pacific Navigation Company was in local waters as early as 1898. The CLARA NEVADA, the property of the Pacific & Alaska transportation Company, was another gold rush ship. The PRINCESS SOPHIA was an arrival for the Canadian Pacific Railway Company (Steamship Lines) in 1912. By 1915 the Humboldt Steamship Company was running the HUMBOLDT (The Alaska Flyer) to Gastineau Channel. The Alaska Steamship Company had among their vessels, the NORTHWESTERN, the JEFFERSON, and the DIRIGO. The S.S. SENATOR was the pride and joy of the Pacific Coast Steamship Company. The Admiral Line (Pacific Alaska Navigation Co.) consisted of the S.S. EVANS and the S.S. FARRAGUT. Not to be outdone was the Border Line Transportation Company with the little steamer AL-KI. By 1917 the Grand Trunk Pacific was running the PRINCE JOHN into local waters. Juneau even had the Juneau Steamship Company with the mail steamer GEORGIA, who had routes which included Douglas, Funter Bay, Hoonah and other ports in northern southeast Alaska.

As the gold fever died out in the early 1900's, most of the early steamship companies also faded away. However, the southeastern Alaska coastal route was by now firmly established and many gold rush towns were developing other industries in order to remain viable communities. Three quarters of a century of Alaska life was marked by the arrivals and departures of steamship companies.

The increase in maritime traffic also resulted in an increase in maritime disasters. Shipwrecks were common in Alaska in the early days. It was a fearful drama because ships were a large conveyance of people and cargo. Watching a ship slowly sink beneath the water can leave a person with a feeling of fear, sorrow and emptiness.

One of the first accounts of a marine disaster was written by George Vancouver. In August of 1792, he surveyed the unknown waters of Queen Charlotte Sound. He reported that the DISCOVERY and CHATHAM had struck some unknown rocks. This was the beginning of a long list of disasters along the coast.

The gold rush to Alaska put pressure on the existing transportation routes to Juneau and beyond. There was a mad dash by the shipping companies to provide the desired service to the north. Ships that had been relegated to bone yards in San Francisco, Portland, and Seattle were resurrected. Anything that floated was put into service. Most of the vessels were unseaworthy and were dangerously overcrowded. In addition, hundreds of new ships were hastily built. Little has been written about the skippers and crew and the courage it took to pilot the vessels through the relatively uncharted Alaskan waters. Profits became more important than human life. By February of 1898, over 60,000 people had reached the north end of Lynn Canal at Dyea.

Buoys and other aids to navigation were dangerously lacking. It has been said that almost every submerged reef and rock has been "discovered by some luckless ship." The first lighthouse in Alaska was on top of Baranof's castle in Sitka. A stand was situated in windowed tower that

had three arms. Each arm held four shallow cups into which seal oil was poured. When Alaska was purchased in 1867, the U.S. Collector of Customs asked the U.S. Lighthouse Board for permission to form a special detail to man the light.

The Geodetic Survey published the first U.S. Coast Pilot - Aids to Navigation for Alaska in 1869. In the 1901 edition they printed warnings about glacial ice in Stephens Passage, especially off the mouth of the Taku river and warnings that a large accumulation of kelp could mean the presence of a reef. Eldred Rock was mentioned as a danger to navigation because of the reef that extended 300 yards from it. Vanderbilt Reef was marked by a buoy can with red and black horizontal stripes. These particular areas were to become the scenes of disastrous shipwrecks with the loss of many lives. In 1898 the CLARA NEVADA hit a submerged reef and went down near Eldred Rock. In 1902 The ISLANDER reportedly struck an ice berg off the western shore of Douglas Island while nearing Taku Inlet. And in 1918 the PRINCESS SOPHIA hung up on Vanderbilt Reef only to sink almost 40 hours later with the loss of life of everyone on board. Numerous other vessels, large and small, were involved in stranding and sinking events in the channels near Juneau and Douglas.



*Sentinel Island Lighthouse, Juneau, Alaska
Winter and Pond Collection; PCA 87-1788
Courtesy of the Alaska State Historical Library*

The first aids to navigation were established in the Spring of 1884. Fourteen (14) iron Buoys were soon placed in critical areas. They were classified as gas and bell, bell and whistling, and gas and whistling. The first light was reportedly placed near Ketchikan. Plans to build 14 lighthouses were soon discussed and in 1901 a lighthouse with a fog signal was completed on one of the Five Fingers Islands in Stephens Passage south of Juneau. On Sentinel Island in Lynn Canal, a lighthouse and fog signal were finished in 1902 and in 1904 a lighthouse was being constructed on Lincoln Rock, also in Lynn Canal. In 1910 Alaska was made a separate lighthouse district, with temporary offices in Ketchikan. The ARMERIA, which ran aground and sank at Cape Hinchinbrook in 1912, was assigned as lighthouse tender to the new 16th district.

Even with numerous aids to navigation installed, many ships continued to hit reefs and rocks. However, not all accidents were caused by reefs and rocks alone. Pilot error and weather were factors in many stranding and foundering (sinking) events. The early steamboats were known for explosions and fires. Inadequate anchors dragged loose in bad weather and the vessels might end up on the nearby rocks. Marine insurance was high in Alaska because of the lack of navigational aids and the frequency with which accidents were happening.

As aids to navigation were being installed in Alaskan waters, the United States Revenue Cutter Service, combined with the U.S. Life Saving Service began patrolling the shore lines. In 1915 these two services became the United States Coast Guard and in 1939 the Federal Lighthouse Service was consolidated with the Coast Guard. By 1928 the U.S. Geodetic Survey finished mapping all of Alaska's coastline. The numbers of sinking and stranding events dropped dramatically, however, ships still struck reefs and sank due to human error.

The people of the Juneau area were impacted by the shipwrecks occurring in the nearby waters. Citizens were often called upon to assist wrecked ships and care for survivors or the victims of such disasters. Rescue and salvage attempts were typically staged from Juneau.

The arrival of air transportation was the beginning of the demise of the pioneer steamship companies. The smaller companies soon disappeared and only the larger ones, such as the Alaska Steamship Company survived. Today, Alaska state ferries, the Coast Guard, fishing boats, barge lines and luxury cruise liners safely ply the waters of the inside passage. The geography of Southeast Alaska makes it a very unique part of the world. As a result only three towns in the archipelago can be reached by road. Most southeast Alaska communities still rely heavily on marine transportation as they are inaccessible by road.

SHIPWRECK INVENTORY

Overview of Shipwreck Sites

The shipwrecks and their associated sites illustrate the historic theme as developed in the historic context section of this report. Essentially that theme is one of the delivery of goods and people to the gold fields of Alaska and Yukon and the attraction of the wilderness beauty to tourists from other parts of the world. It is also one of the natural hazards of sea travel in what was relatively unmarked waters.

The properties which illustrate these themes include the remains of the ships themselves which in many cases are scattered across the floor of the ocean. This pattern of debris illustrates the power of natural phenomena of the water, wind and surging tides. It is believed that all the shipwrecks featured in the report struck some object prior to their demise, be it an iceberg, reef or submerged rock. Because of this common factor the natural geology and underwater topography is a contributing property illustrating the theme. All of the mishaps occurred in the Lynn Canal which was the most direct route to Dyea, the gateway to the gold fields. The location of the sites reinforces the theme of the shipping lanes of Lynn Canal.

The shipwrecks and associated sites featured in this report contain properties which illustrate the developed historic themes. With the exception of the PRINCESS MAY, which never sunk, and the ISLANDER, which has been salvaged, there remains physical evidence of the shipwreck. All physical attributes of the sites have remained relatively the same as when the shipwreck occurred. In fact some of the sites still cause concern to navigators through these waters. All shipwrecks which have remains on the site have shown signs of natural effects of weathering by tidal actions and currents. In addition the remains have in most cases been inundated by sea life and growth in the form of anemones.

Listing of the Inventory

Sinking and/or Loss of Life*

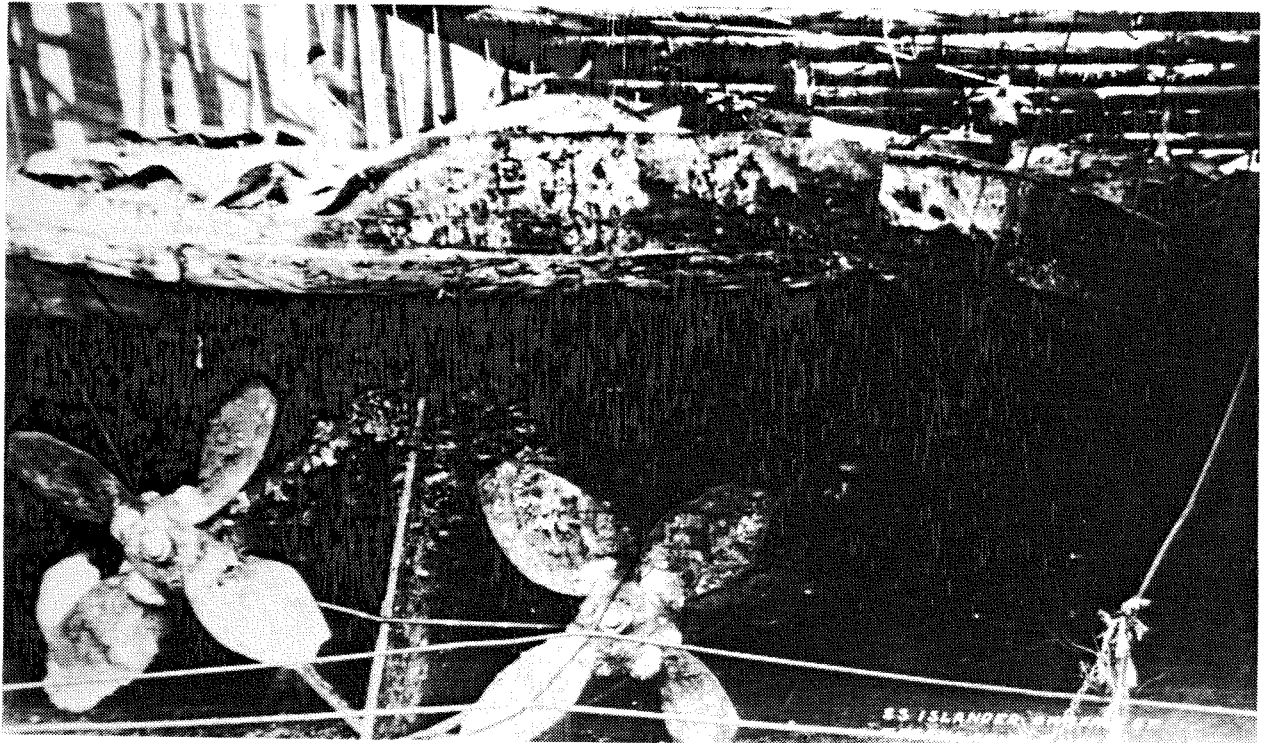
<u>Date</u>	<u>Ship Name</u>
January 22, 1885	MARY
January 27, 1898	CLARA NEVADA
August 25, 1898	COLUMBIA RIVER
December 8, 1900	CITY OF TOPEKA
August 15, 1901	ISLANDER
January 4, 1904	VERNIA

<u>Date</u>	<u>Ship Name</u>
August 18, 1913	STATE OF CALIFORNIA
October 24, 1918	PRINCESS SOPHIA
January 25, 1925	GEORGE JR.
February 15, 1927	MAJESTIC
August 1, 1935	MERRIMAC
February 29, 1936	ALASKAN
September 7, 1952	PRINCESS KATHLEEN

* Note: A shipwreck and historic points of interest map published by Southeast Graphic Media notes that the W.H. DIMOND was lost on February 3, 1914 on Bird Island in Lynn Canal. According to the reports of the U.S. Life Saving Service and newspaper articles in both the Alaska Daily Dispatch and the Daily Alaska Empire dated February 16, 1914, the W.H. DIMOND actually sank off of Bird Island, Shumagin Group near Unga Island not off of Bird Island, Lynn Canal. Governor Strong received a relayed message from Unga via Valdez stating, "Have shipwreck crew of ten from schooner (W.H.) DIMOND wrecked on Bird Island of Shumagin Group on 2nd. inst; total loss; all hands saved."

Shipwrecks for Survey

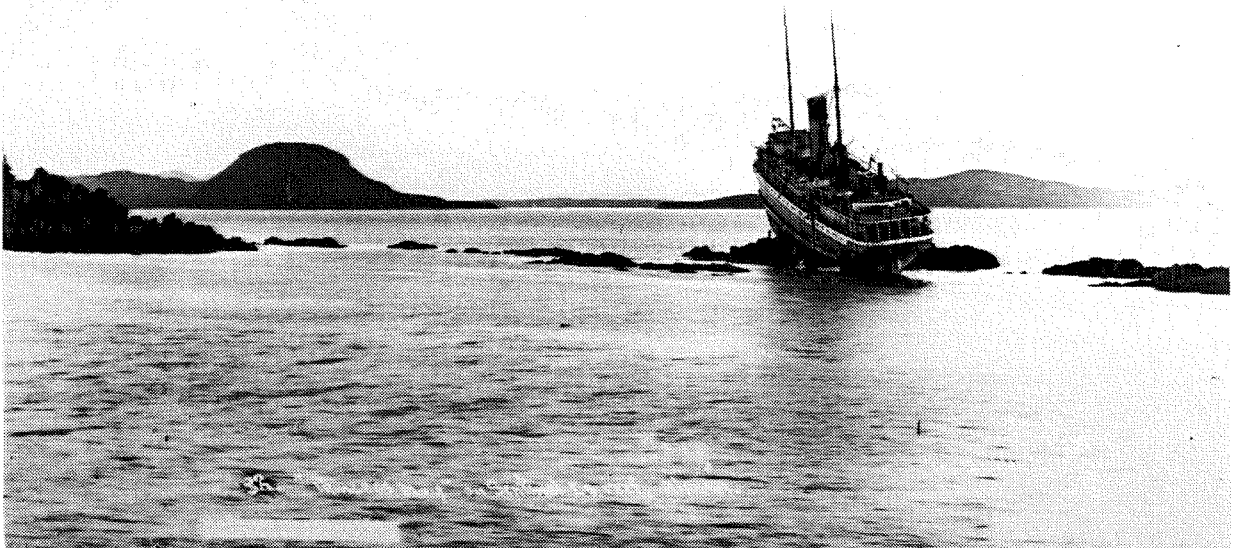
Once the inventory of shipwrecks within the City and Borough of Juneau was completed it became necessary to determine which shipwrecks would be surveyed. The shipwrecks selected for specific survey and research in this survey were selected because there was a significant loss of life or property or, in the case of the PRINCESS MAY, had been in the public eye for an extended period of time and impacted the residents of Juneau.



*Propellers of the ISLANDER after salvage.
Early Prints of Alaska Collection; PCA 01-3761
Courtesy of the Alaska State Historical Library*

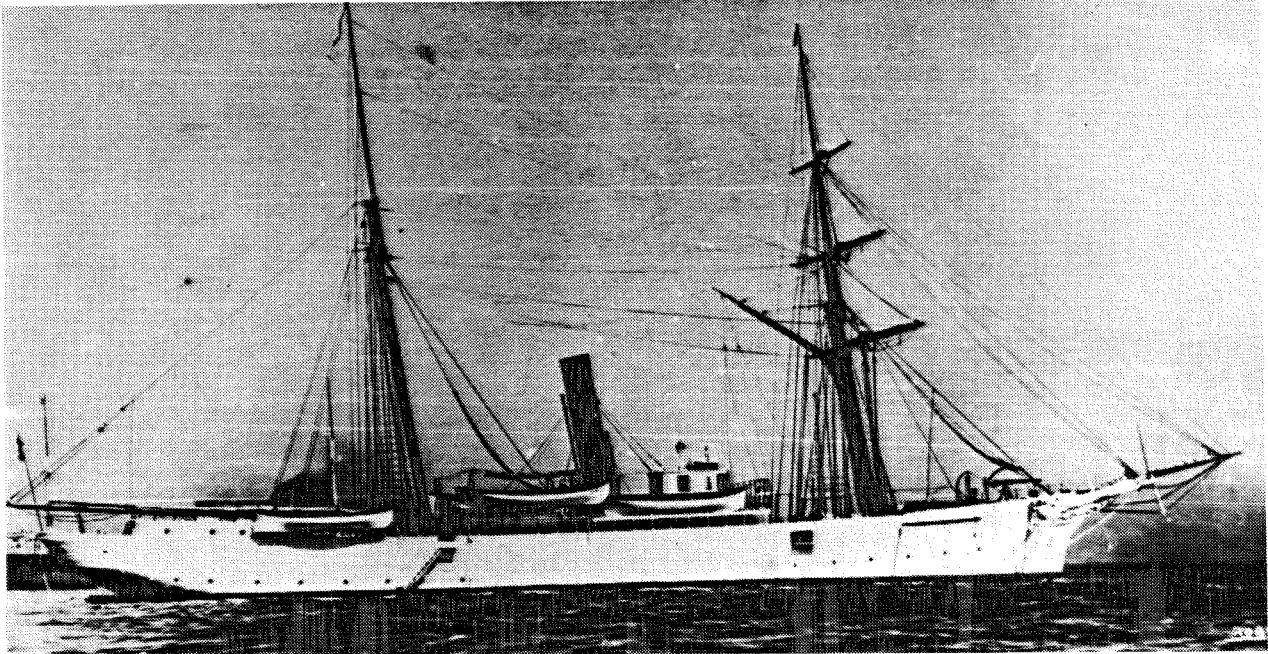
HISTORIC SHIPWRECK RESOURCES

The following narrative descriptions of the shipwrecks surveyed discuss the physical attributes of the specific ship, the events leading to the wreck, the aftermath, historic significance, and the site as it appears today.



*PRINCESS MAY on the reef.
Winter and Pond Collection; PCA 87-1696
Courtesy of the Alaska State Historical Library*

CLARA NEVADA



CLARA NEVADA
Early Prints of Alaska; PCA 01-3759
Courtesy of the Alaska State Historical Library

Ship Description

The CLARA NEVADA was built in Camden, New Jersey in 1872, as a survey vessel for the U.S. Coast and Geodetic Survey. She was christened the USS HASSLER and for some unknown reason was condemned 17 years later. Subsequently sold to the Pacific & Alaska Transportation Company in 1897, she was renamed the CLARA NEVADA. The name selection was supposedly to honor a Hollywood movie star however there has been no discovery of any actor identified with that name. She measured 154 feet in length with a 24 foot beam. The hull was iron and the deck was constructed of wood. She was originally powered by sail and the three prominent masts which were retained after the conversion to power. The converted ship was powered by a steam engine which drove a single screw propeller. The CLARA NEVADA had capacity for 100 passengers with 1st class accommodations and 100 passengers in steerage accommodations (lowest fare). She could carry 300 tons of freight giving the ship a gross tonnage rating of 464 tons.

Events Leading to Wreck

Yielding to a demand greater than supply, the CLARA NEVADA was one of the fleet of ships that were hurriedly put into service for transportation north during the Klondike gold rush of 1898. The Pacific & Alaska Transportation Company was one of the numerous newly formed companies taking advantage of the demand for transportation to the gold fields. Many of the ships put into service were formerly dilapidated derelicts which had been refitted and renamed.

On January 27, 1898 the CLARA NEVADA left Seattle for Skagway, Alaska loaded with gold stampedeers on their way to the gold strike. At the helm was her master, C.H. Lewis of Portland, Oregon. From the beginning of the trip she was sailing under a bad luck star. Backing out from her berth in Seattle, she collided with the U.S. Revenue Cutter GRANT. Upon reaching Port Townsend the following day, she rammed the dock and damaged her bowsprit. A stop along the way at Juneau was made to have some machinery repaired. The nature of the repairs are not known.

After reaching Dyea and discharging passengers and freight, the CLARA NEVADA started her return voyage to Seattle on the night of February 5, 1898. She was reportedly carrying about \$165,000 worth of gold and an untold number of passengers. She headed south into Lynn Canal and neither she or her passengers were ever heard from again.

Witnesses on the shore of Lynn Canal at Seward City, a mine camp north of Berners Bay, reported they saw a ship on fire near Eldred Rock and shortly afterwards an orange fireball on the waters. They naturally assumed the ship had exploded. There was a gale force wind blowing estimated to be around 80 mph. Because of the winds, it was not possible for any boat to reach the site of the disaster. Several days later the steamer COLEMAN reportedly sighted some wreckage not far from Seward City. Immediately upon receiving the information, the Collector of Customs at Juneau, T.A. Marquam, chartered the steamer RUSTLER and sent it to the scene.

There were no survivors of the ill-fated CLARA NEVADA and only one body was found, that of Purser George Foster Beck. The Deputy Collector of Customs, in a February 1898 report, stated that the ship carried about 26 crew members, which included the master, mates, pilots, engineers, firemen and the crew of the steward's department. He made inquiries of people who were at the dock when the CLARA NEVADA sailed and his conclusion was that there were between 30 and 40 passengers on board, this would make the count between 56 and 66 people lost including crew members. Five wealthy miners were rumored to have been making the trip south with a fortune in gold dust and nuggets.

Aftermath

The story of her sinking, the captains' responsibility; whether the ship was carrying dynamite; and the amount of passengers on board, is full of conflicting information. As there were no survivors and there was no passenger list, one can only sift through the articles and news reports and try to piece together the story.

A great deal of debris was found on the beach near Seward City, including photographs, furniture, parts of broken boats and a board with the letters A D A printed on it. It was

assumed to be the name board from the pilot house of the CLARA NEVADA. The RUSTLER then started searching the coastline around Lynn Canal. At Eldred Rock, which is north of Seward City, wreckage was sighted about 100 yards from shore. The masts and spars of the CLARA NEVADA were identified. A description from a 1898 report by C.S. Hannum, Deputy Collector of Customs at Juneau states, "The hull was lying in about four fathoms of water, and her outline could be seen distinctly under the water, but the condition of the same could not be determined." One of the masts of the three masted schooner was burned near its base, which is evidence of fire on board. Only the spars could be seen above the water at low tide. It was assumed to be the lost ship of the first major maritime disaster in the waters of the Lynn Canal.

Theories as to the cause of the disaster range from the boilers exploding; dynamite in the cargo exploding; hitting the reef causing spillage of kerosene lamps which in turn started a fire, or the CLARA NEVADA ran on a reef while the crew was fighting a fire. Some historians question the theory about the dynamite on board, because most ships carried explosives north not south.

The accusations and recriminations soon started. Passengers who had been on the CLARA NEVADA the previous trip from Seattle to Skagway were questioned. There was even a political attack on the Washington Steamboat Inspection Service. The attack was a means to embarrass the Washington Republican administration because dynamite was reportedly carried on board with passengers - a violation of maritime law.

The New York Times noted that the CLARA NEVADA incident "simply emphasizes the conditions that prevail in Northern waters. Ships of all sorts and conditions are being pressed into the service to carry crowds to the goldfields." The final outcome of an investigation was that the ship caught fire and while the crew was fighting to keep the flames away from the dynamite and powder stored in the hold, the ship ran aground. The storm drove the CLARA NEVADA broadside onto the reef at Eldred Rock. The evidence of the fire theory was upheld as a fire hose was found on the deck and that it was "attached to the hydrants and coupled to the pumps."

On March 12, 1908, the Seattle Post Intelligencer reported that "M.J. Currie, lighthouse keeper at Eldred Rock brought news....that the CLARA NEVADA wreck has appeared in view off the north coast of the reef side of Elder (sic) rock and that many bones of those who were lost off the ill-fated vessel have been picked up on the beach." Since it was in the winter, it was probably an extreme low tide that enabled Currie to see the ship and the CLARA NEVADA may have shifted.

C.F. Stagger, an Alaskan hardhat diver, spent two days on the wreck of the CLARA NEVADA in the summer of 1916. There was great deal of kelp entombing the ship. He was reported to have salvaged over a ton of brass and copper. His opinion was that the ship had not caught on fire because he claimed not to have seen much evidence of scorched wood. Because of the condition of the vessel, he did not go into its interior.

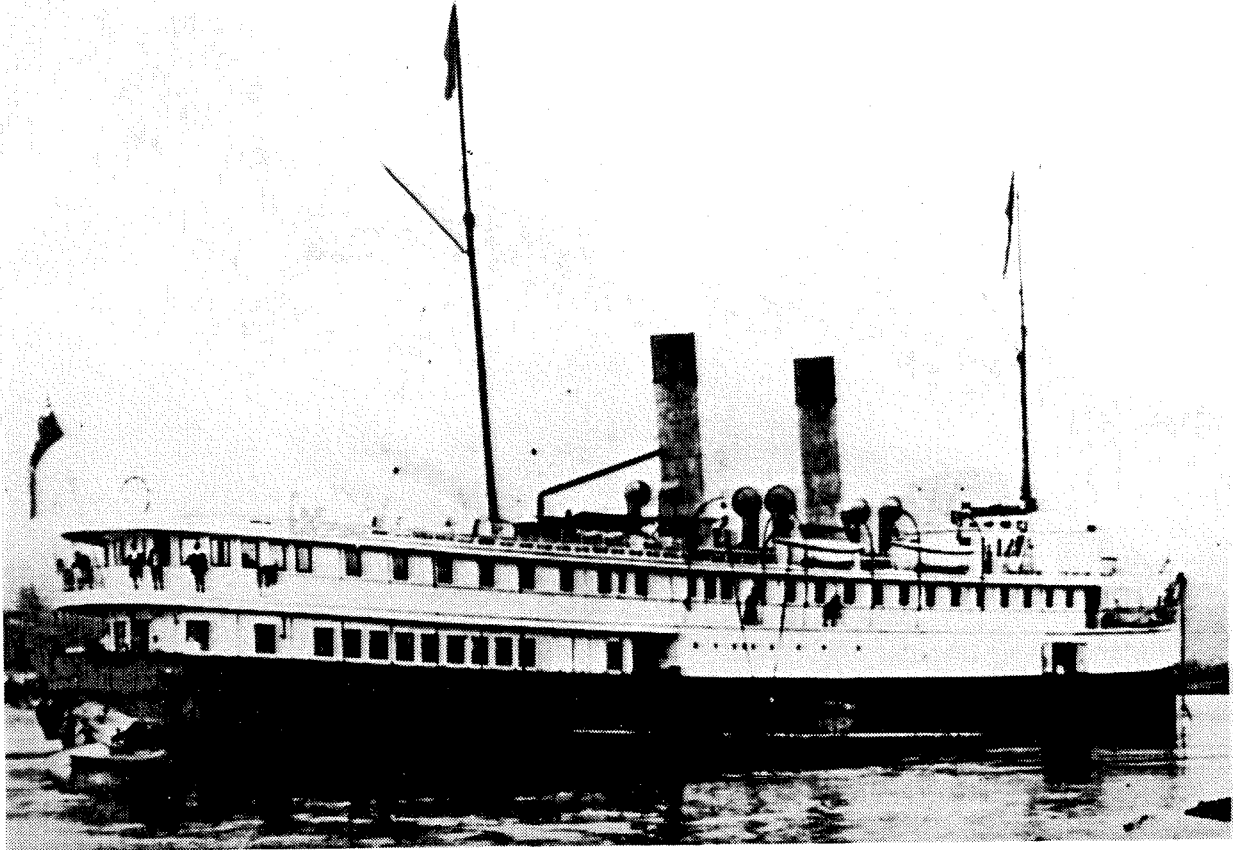
Historic Significance

The CLARA NEVADA shipwreck is historically significant in a number of ways. The ship was carrying passengers on their way to make their fortunes in the gold fields of the Yukon which meets the National Register Criterion A (association with events that have contributed to the broad pattern of history). The easiest passageway to the gold was through the waters near Juneau and many ships plied this route from the late 1800's and early 1900's. The fact that the ship wrecked and sunk emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. The loss of lives struck a responsive chord with residents of the community and indeed the nation. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau. Although the wreckage is widely scattered it yielded information at one time which helped describe important history of the ship and events surrounding the wreck. And, because there are remnants of the wreckage still in situ, there is the possibility that more information could be extracted from the wreckage in the future.

The Site Today

The little evidence that remains of the CLARA NEVADA rests in shallow water of about 30 feet at low tide. The majority of the debris is in one general area but scattered for approximately 200 yards. The ship's masts are still in the area and evidence of the hull can be seen. However, because of its scattered configuration it is difficult to identify it as a ship. Much of the remains appear like rocks on the sea floor. From personal accounts, the six foot diameter propeller, shaft and boiler was salvaged for brass content. A fraction of the iron bow was found in the area. Scattered pottery was among some of the artifacts found at the site.

ISLANDER



S.S. ISLANDER

*Early Prints of Alaska Collection; PCA 01-3762
Courtesy of the Alaska State Historical Library*

Ship Description

The S.S. ISLANDER was the flagship of the Canadian Pacific Navigation Company and their pride and joy. She was built in 1888 at the Napier, Shanks and Bell shipyard in Glasgow, Scotland, at the cost of over \$200,000. The ISLANDER was 240 feet long and had a beam of 42 feet. Its gross tonnage rating was 1,495 tons. The steel hull was constructed based on a compartmental design. The compartmental design was heralded as a ship saving design in that the hull was divided into various compartments which could be sealed off if leaks occurred and thereby save the ship from complete flooding. She was powered by two triple-expansion engines driving twin screws and it was claimed that she could reach a top speed of 20 knots. Built for the company's northern service routes, she was a handsome ship painted snow white with two yellow smoke funnels edged at the top with black. She was one of the most luxurious passengers steamers to ply the waters of the Inside Passage and had a fine reputation. The cuisine was said to be excellent. The lounges were expensively furnished with upholstered chairs, deep carpeting, beautiful draperies and even several pianos. The state rooms were equally elegant and on the doors, stained glass depicted scenes along the Canadian Pacific Railway from Vancouver to its eastern terminals. People felt safe on her because of her numerous watertight compartments. She was presumed unsinkable!

Events Leading to Wreck

The ISLANDER sailed from Skagway, Alaska for Victoria, British Columbia around 7:30 p.m. on August 14, 1901. She headed down Lynn Canal towards Stephens Passage carrying approximately 181 people including the crew. Many of the people were prospectors who had hit it rich in the gold fields of the Yukon territory and they were taking their fortune outside to enjoy the finer things in life. There was also a group of entertainers on board. There was a great deal of celebration going on during the trip south and drinks reportedly flowed freely. The partying was to cause a lot of speculation as to the competency of Captain Foote and Pilot Edmund LeBlanc after the sinking of the ship.

Around two o'clock in the morning of August 15, the fog was on the waters of Stephens Passage as the ship sailed between the west coast of Douglas Island and the northern end of Admiralty Island. She was reportedly steaming at about 15 knots when there was a sudden "shock." Here is where the controversy starts. Did the ill-fated ISLANDER hit a partially submerged ice

berg or did she hit some rocks? Many theories have been printed as to the actual cause of the disaster. Captain John Irving, who was her master until she was laid up for repairs in 1898, was interviewed and he felt she hit a partially submerged berg. He believed that the initial impact on the bow submerged the berg and it rose after the bulkhead had been broken and hit further towards the stern, punching a hole in the boiler room. He further stated that "had the ISLANDER struck a rock she would have remained fast upon it and hung by the bow." Captain Henry Finch, who dove on the wreck in 1902, reported that he found the damage to be in the bottom of the ship not the bow. However, hitting a rock has not been ruled out by some historians. All of the witnesses agree that the ship only stayed afloat 20 minutes after the impact.

The events that took place immediately after the collision are documented though varied. The passengers were awakened by the blasting of the steam whistle around 2:00 a.m. (Juneau time). A number of the passengers dressed and rushed to the passenger deck. Because of the angle of the sudden impact many of the cabin doors were jammed shut. The occupants soon panicked, but the stewards assured them that there was nothing to worry about - the ship was unsinkable! According to some reports, the watertight compartments were closed and there was no danger for the moment. The ship was rapidly backed to shore under the command of pilot Edmund LeBlanc, who was trying to keep water out of the forward compartments. When Captain Foote



*From the deck of the ISLANDER
Early Prints of Alaska Collection; PCA 01-3765
Courtesy of the Alaska State Historical Library*

reached the bridge, he ordered the engines full ahead hoping to take the pressure off the bulkheads. This very act may have caused the ISLANDER to sink quickly according some accounts. Captain Foote received reports from Chief Officer, C.D. Neroutsos, that a large section on the port side of the ship had been torn away and the ship was taking on water fast. Twenty minutes after the collision the ISLANDER slipped beneath the waves. It was reported that the boilers exploded as the ship sank. This became a point of controversy. An English engineer of the time was quoted as saying, "What really happens is that, as the ship sinks, water rushes into the furnaces and steam is generated in great volume, issuing with a violent roar from the funnel and any openings from the stokehold. The boilers do not burst. The noise is terrifying to the laymen," the article goes on to say that "in such cases probably a violent eruption of compressed air from the ship's hull does most of the damage, with the boilers providing ominous sound effects."

During the twenty minutes the ship stayed afloat and when the officers finally realized the unsinkable ISLANDER was going down, lifeboats were being prepared. The stewards were using axes to free passengers trapped in their staterooms. Passengers that had gold stored safely with the purser besieged his office to claim their valuables. On deck it reportedly was a state of pandemonium. The lifeboats had been dropped partially full and some were hung up, going no where. It was said that a life boat which was designed to hold over forty persons left the ship with only seven survivors in it. Most of the ships passengers and crew were left to fend for themselves in the frigid waters. Many people drowned as they slipped off makeshift overcrowded rafts, including Captain Foote. Others went down with the ship or were pulled down by the suction as the ISLANDER submerged.

Aftermath

A good number of survivors reached the southwestern shore of Douglas Island. The chief engineer and some of the survivors walked the beach to the mining town of Treadwell across the channel from Juneau, arriving about 8:30 a.m. The steamers FLOSIE and LUCY were at the Treadwell dock and were dispatched immediately to the scene. The ships picked up the remaining survivors and some of the dead and returned to Juneau around noon. Reportedly some survivors were taken to Juneau on one of the tugs while other survivors and the dead, were put in the lifeboats. With five or six lifeboats tied to each other and strung out behind the tug, the solemn flotilla proceeded to Juneau. The superintendent of the Treadwell Mine, Joseph McDonald, organized a group of people to help the surviving passengers. The Juneau city council secured Decker's Hall and served hot coffee and food to comfort the survivors. A majority of the passengers were from the Yukon territory.

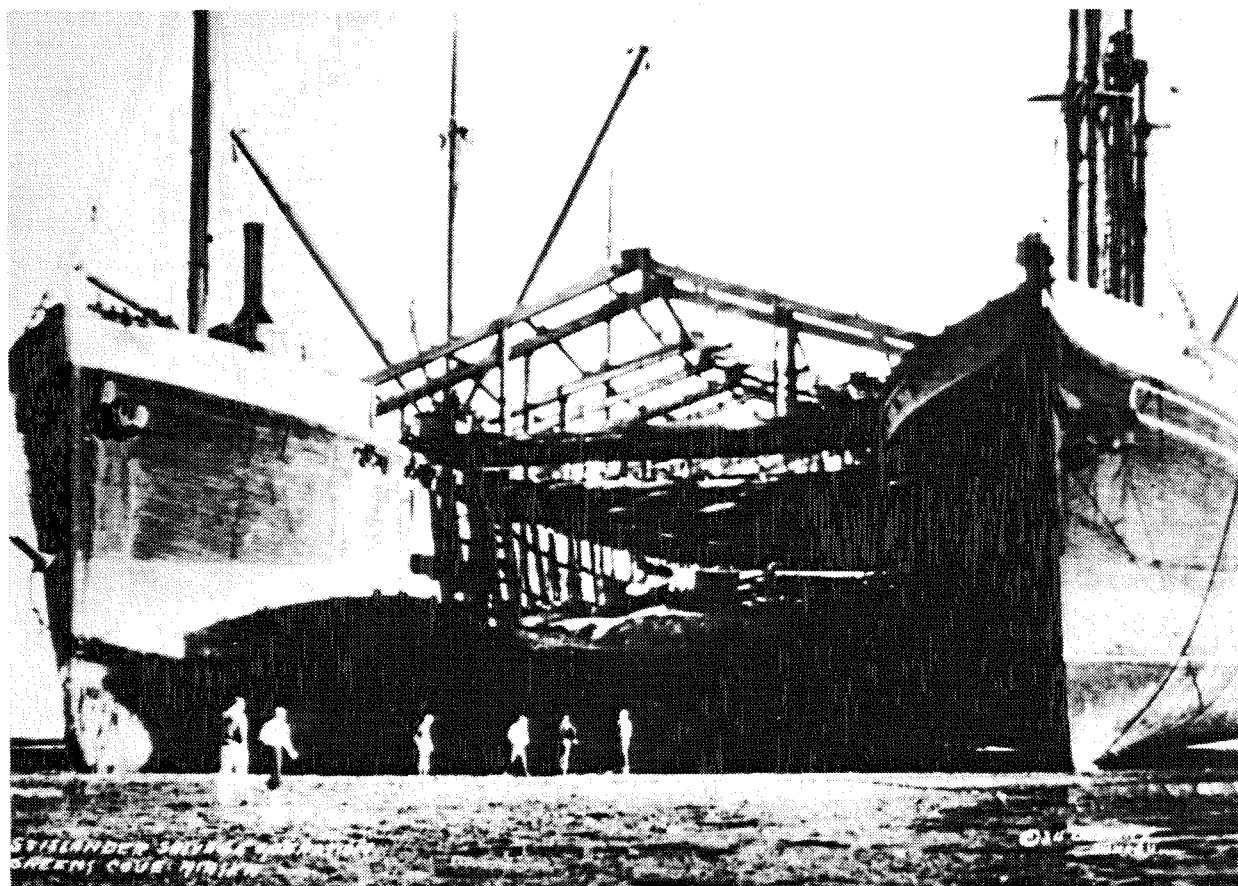
The U.S. Revenue Cutter RUSH arrived in Juneau on August 21, 1901 to begin a systematic search for some of the missing bodies. Before her arrival only 20 bodies had been found. The cutter and its smaller boats patrolled over 70 miles of shoreline. Large quantities of wreckage were sighted, but no additional bodies were found at that time. Eventually most all of the bodies were accounted for. The captain of the cutter stated that there was no evidence that the boilers had exploded. Numerous trunks and suitcases were found on shore where the Tlingit Indians had reportedly spread items on the beach to dry.

An inquest was held in Juneau and after listening to the passengers and crew, the jury returned a anonymous verdict "it could not place the responsibility."

The ISLANDER was not forgotten, for rumors were rampant that a large quantity of gold had been on board. It was rumored that the steamer's purser had \$275,000 in his safe and that the passengers had another \$100,000 with them. Other rumors were that over a quarter of a million dollars in gold went down with the ship. This was at a time when gold was worth \$20.67 an ounce. Fifty ounces of gold were found on one body. Another passenger was reported to have taken aboard about 600 ounces of dust.

By the end of August, 1901, many observers questioned whether an attempt would be made to raise the ISLANDER. She was reported to be in forty fathoms of water (240'). With diving equipment available at that time, it was thought to be at too great a depth for a diver to reach. Diver John Moore said that if the depth did not exceed 35 fathoms, the ship could be reached. He said if he was successful in the dive he would break the world's record. Nothing else appeared in the papers about Moore and his claim. Captain Troup and other officials of the Canadian Pacific Navigation Company arrived on the S.S. HATING to take soundings to ascertain the depth of the water.

Not much was heard about locating the ISLANDER until 1905 when two men announced plans to recover the lost treasures at sea with an alleged diving bell. The plan turned out to be a hoax. On February 26, 1910, it was reported that W.D. Snyder, a well known Seattle diver, organized a company to finance his invention for a metal seine to drag and recover sunken treasure and planned to come to Juneau. No more was heard of the effort. The year 1915 found another



*Salvaging of the ISLANDER
ISLANDER Salvage Collection; PCA 134-260-1
Courtesy of the Alaska State Historical Library*

group searching for the elusive ship. A.J. Rogers (in another article he was referred to as W.J. Rogers) and crew were using drag line to locate the ISLANDER. Once it was found they planned to use a 10 ton submarine invented by Rogers to recover the gold. After a false location report in August, the search was given up. Also in 1915 it was reported that a Los Angeles, California group dove on the wreck in a small diving bell invented by E.C. Pickett and claimed to have removed a substantial amount of gold.

In July of 1921, after a two months search, Captain Frank Walters found the ISLANDER in 300' of water. She was one mile Southwest of Marmion Island Light. In June of 1939, Captain Thomas Quinn came north with the Curtis-Wiley Marine Salvors, Inc., who operated out of Seattle. He told a local paper about his experiences in a diving bell owned by the Wiley brothers. Some of his comments were, "...turning the spotlight about I saw the wreck....there lay the ISLANDER....Some of the red paint on her hull remained....Her masts were gone, only a suggestion of one stack remained, her upper decks had long since been swept away....the growth of barnacles and shells were everywhere...." Unable to find the purser's office, the salvors contacted a Canadian Pacific Railway ship that happened to be in Juneau. A Chinese cook, who had been on the ISLANDER when she sank, told them where it was located. The treasure was still not found.

In January of 1933 Captain A.J. LaGasa announced that he intended to make a dive on the ISLANDER with the help of a new diving suit which he invented. LaGasa had been involved with the Curtis-Wiley group who had tried a salvage attempt two years earlier. A new company was formed and financed by local Juneau business men. As it turned out they were also unsuccessful in finding gold.

The Curtis-Wiley group tried their hands at another salvage attempt in 1934. They purchased two barges, the vessel GRIFFSON and the former barkentine sailing vessel FOREST PRIDE. The GRIFFSON was equipped with 40 winches, twenty on each side. The vessel carried 40,000 feet of cable. Divers placed cables under the ISLANDER, tightened them at low tide and when the tide rose they winched the cables in, thus raising the ship. A line was cinched on a large rock on shore and the vessel was pulled along the bottom for quite a distance. The GRIFFSON had moved the ship 300 feet towards Green Bay (currently referred to as Greens Cove) on Admiralty Island. The bottom was becoming shallow and the superstructure of the ISLANDER hit the keel of the barge. The FOREST PRIDE was brought in to help. A cradle was built between the two barges and half the lines were attached to the FOREST PRIDE. On July 25, 1934, the once proud ISLANDER was carried to Greens Cove and beached at low tide. The quest was over.

The next step was to find the gold. The ship was literally dug up with shovels and the debris was sluiced. A poke of gold reportedly weighing 17 pounds was found in a washroom. The safe only contained between \$7,000 and \$8,500 in Canadian currency and coins. The salvagers were very close mouthed about what they found. It has been estimated that it cost \$200,000 to beach the ISLANDER and that they only got \$50,000 for their effort.

The story does not end here. In 1952 a Seattle firm bought the salvage rights and dismantled the ISLANDER, barging her remains to Seattle. No report has been uncovered about any gold recovered from this last operation.

Historic Significance

The ISLANDER shipwreck is historically significant in a number of ways. The ship was carrying passengers on their way to make their fortunes in the gold fields of the Yukon which meets the National Register Criterion A (association with events that have contributed to the broad pattern of history). The easiest passageway to the gold was through the waters near Juneau and many ships plied this route from the late 1800's and early 1900's. The fact that the ship wrecked and sunk emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. The loss of lives struck a responsive chord with residents of the community and indeed the nation. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau. Although very little of the wreckage remains on site, the salvage attempts of the past yielded information which helped describe important history of the ship and events surrounding the wreck. There is remote possibility, however, that more information could be extracted from the wreckage in the future.

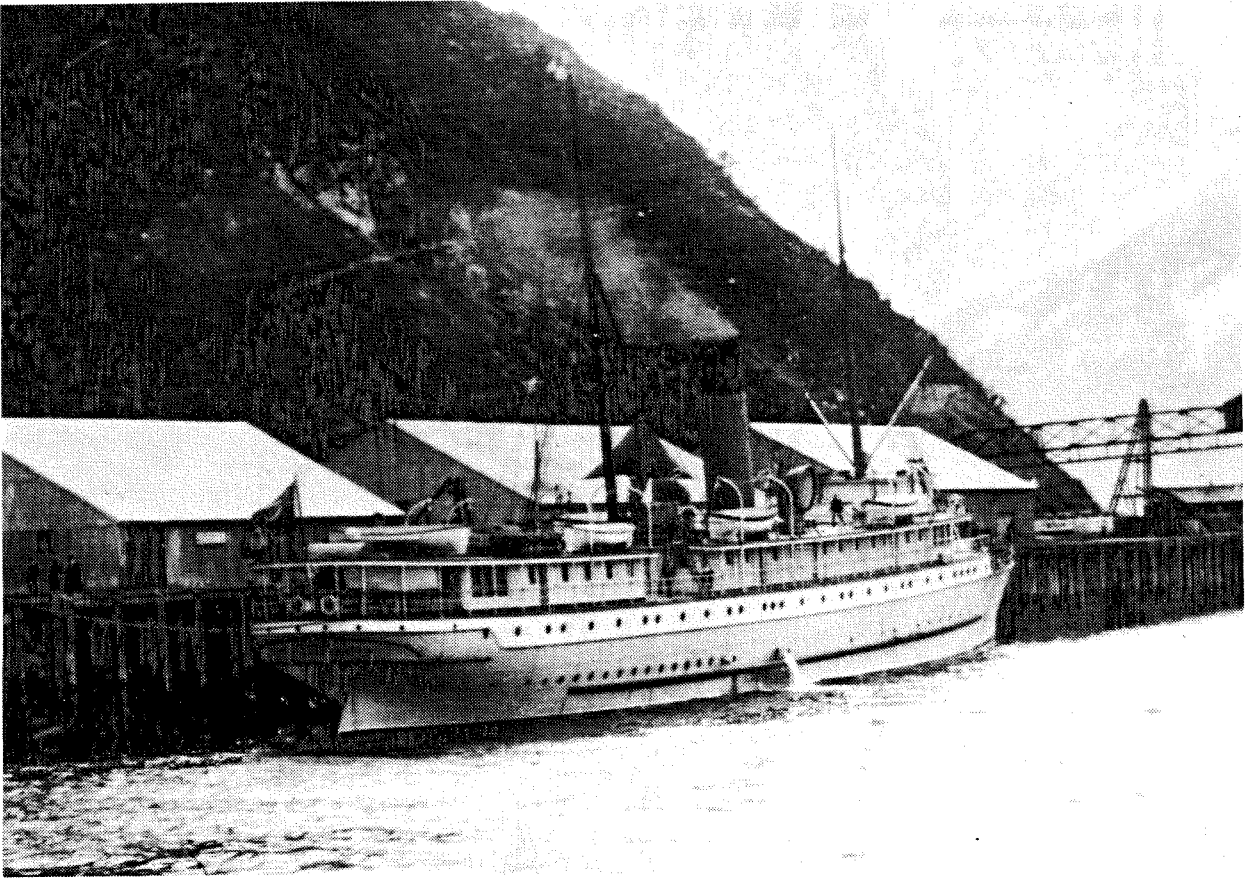
The Site Today

Very little of the ISLANDER remains at its final resting site. Numerous salvage attempts were made as discussed above. One of the salvage vessels, FOREST PRIDE, met disaster at the site and parts of that ship are visible on shore. Many have mistaken these remains to be that of the ISLANDER. Only a few pieces of six to seven feet long of the ISLANDER's steel hull have been observed at the site. It was rumored that the bow broke off during a salvage attempt but local divers have not been able to locate it. Some pottery debris with the ISLANDER name on it has been documented at the site and the steam gauge is located at the Alaska State Museum.



*Hull remains of the ISLANDER
Early Prints of Alaska Collection; PCA 01-3763
Courtesy of the Alaska State Historical Library*

PRINCESS MAY



PRINCESS MAY
Early Prints of Alaska Collection; PCA 01-921
Courtesy of the Alaska State Historical Library

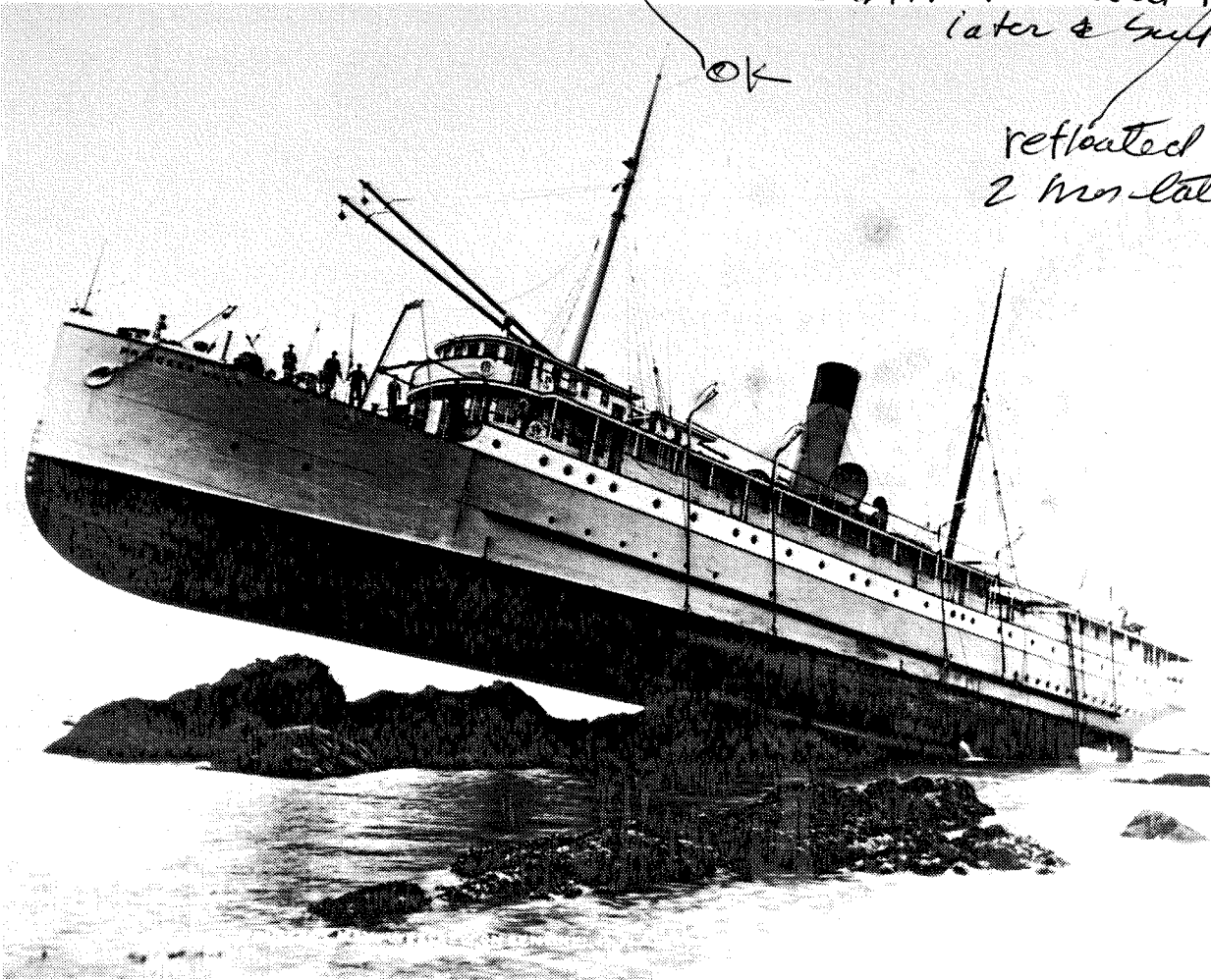
Ship Description

The PRINCESS MAY had a colorful history. She was built in 1888 by Hawthorn, Leslie and Company Ltd., at New Castle, England, expressly for the Chinese coastal trade. The PRINCESS MAY featured a steel hull and wooden decks. She was 240 feet long, had a beam of 33 feet and a draft of 18 feet. She could accommodate 65 passengers, 67 crew members and 55 tons of freight for a total net tonnage of 1,394 tons. The ship was powered by two triple expansion oil fired engines. She spent 13 years in the far east and survived a crew mutiny and a pirate attack.

Before the ship was purchased by the Canadian Pacific Railway Company in 1901, she sailed under four different names by four owners - CASS, NINGCHOW, ARTHUR, and HATING. She was renamed PRINCESS MAY which was the start of the Princess line of names in honor of the wife of the Duke of Cornwall and York, England. Her superstructure was rebuilt and she was extensively refitted in 1906. The PRINCESS MAY was acclaimed as the "speed queen" of the Alaska run in 1907.

Events Leading to Wreck

The wreck of the PRINCESS MAY did not result in the loss of life and the ship was pulled from its rocky perch to be used again. However, the PRINCESS MAY gained her place in history by running up on Sentinel Island in Lynn Canal on August 5, 1910 and staying high and dry for a month. The picture of this large ship sitting high on a rock is one of the most famous in the Juneau area. ~~Three years later, in April of 1913, the PRINCESS SOPHIA hit the same reef and stayed for two hours before slipping under water.~~



*PRINCESS MAY on the reef.
Case and Draper Collection; PCA 39-772
Courtesy of the Alaska State Historical Library*

While traveling south from Skagway, Alaska on August 5, 1910, the PRINCESS MAY struck the north end of Sentinel Island around 2:00 a.m. She was said to be traveling approximately 12 knots and was carrying 80 passengers and a crew of 68. One of the passengers, in an interview for the Daily Alaska Dispatch, is quoted as saying, "We were all asleep when the boat struck and the force of the shock threw many of us out of the berths. Realizing something serious had happened, all rushed to the deck, many wearing but their sleeping robes. Officers and crew had a difficult time preventing a panic, but managed to preserve order and induced the passengers to return to their staterooms and dress. The captain ordered a survey of the vessel and ascertaining the extent, gave the signal to man the life boats. The crew showed lack of

drilling in the handling of the life boats and had a sea been running there may have been a different story to tell in regard to the safety of the passengers."

"Some of the lifeboats had no plugs in the bottom and as soon as sent away from the ship commenced to fill rapidly. In one boat a lady had to use her handkerchief to plug the hole in order to stop the flow of water. A landing was made on the Island and (the) lighthouse keeper did all possible to make us comfortable. The ship was far out of her course and when the pilot discovered the mistake and started to turn into the channel it was too late. There was no inconvenience on the island, the sun was shining and it was very warm."

Juneau was unaware of the wreck until the Daily Alaska Dispatch received a call from the United Press asking for details about the stranding. The Canadian Pacific Railway Company's local office manager, Mr. Spickett, had received no word about a disaster. Since the vessel was several hours overdue he cabled Skagway and was told the PRINCESS MAY had left at 8:00 p.m. the night before. He soon received word that a wireless message had been received in Seattle stating that the ship had gone up on the rocks. He immediately cabled his superiors in Vancouver for instructions. He decided not to wait for a reply as he was concerned for the passengers' safety and sent the steamer RUSTLER to the scene. Soon after that a life boat from the PRINCESS MAY reached port. The crew had rowed all the way from the wreck. They had been delayed because of low tide in the Gastineau Channel in an area known as "the bar."



*PRINCESS MAY being pulled from the reef.
Case and Draper Collection; PCA 39-626
Courtesy of the Alaska State Historical Library*

Aftermath

The newspapers reported that on August 8, the RUSTLER went to Sentinel Island with a quantity of cement and timbers. John Nelson, who had come to Juneau in 1898 from Cook Inlet, worked as a carpenter helping to repair the stranded vessel. He was a well known mariner and carpenter. Captain Logan, master of the wrecker SANTA CLARA, arrived four days later. He stated that the PRINCESS MAY was not strained, and that the doors were all hanging even. He hoped to have the repairs made by August 17, and float her off at the next high tide. Nine days later the hapless vessel was still on the rocks. The SANTA CLARA succeeded in moving the PRINCESS MAY about six feet before the tackle broke. Another ship, named the GOLIATH, was called upon to help. John Nelson was said to have suggested that several anchors be placed astern when the tide was low, thus keeping her from being floated back onto the reef at high tide. The idea worked and the PRINCESS MAY was pulled free on September 5, a month after her stranding. The towboat, WILLIAM JOLLIFFE, reportedly towed her to Juneau because divers had removed her props so they wouldn't get damaged when she was being pulled off. The PRINCESS MAY steamed out of Juneau on the evening of September 9, 1910. She continued to ply the inside passage until she was sold in 1919, and sent to the Caribbean where she reportedly carried Jamaican negroes north to work as laborers for the U.S. Government.

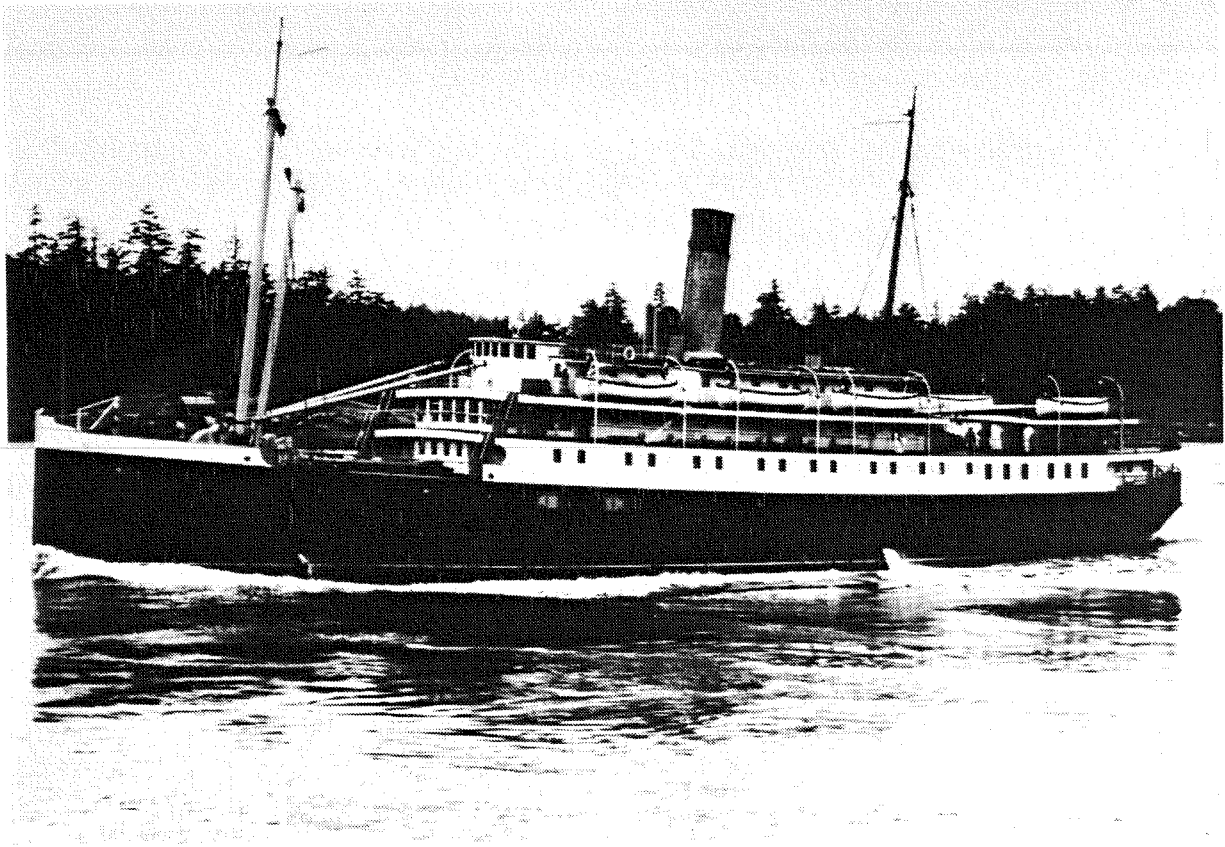
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The Site Today

The PRINCESS MAY was removed from the rock it was hung up on and was repaired. The rock is essentially as it was when the ship went aground and remains today one of the most respected areas of navigation along the Lynn Canal route.

PRINCESS SOPHIA



PRINCESS SOPHIA
Robert DeArmond Collection; PCA 134-308
Courtesy of the Alaska State Historical Library

Ship Description

The PRINCESS SOPHIA was built by Bow, McLachlane & Co., Ltd. at Paisley, Scotland in 1911. She was constructed for the Canadian Pacific Railway Company at a cost of around \$250,000. The SOPHIA was 245 feet long with a beam of 44 feet and depth reaching 24 feet. The ship featured a wooden deck with a single stack and bow mast. The SOPHIA arrived in Vancouver under the command of Captain Lindgren in February of 1912. Soon after her arrival, she was converted from coal burning to oil. The oil fired triple-expansion steam engine powered a single screw drive. She was licensed to carry 250 passengers, and if necessary she could carry up to 500 with special permission and with additional floatation devices. She weighed in at 2,320 gross tons and was run by a crew of sixty one. Her first run into southeast Alaska and Juneau was in June of 1912.

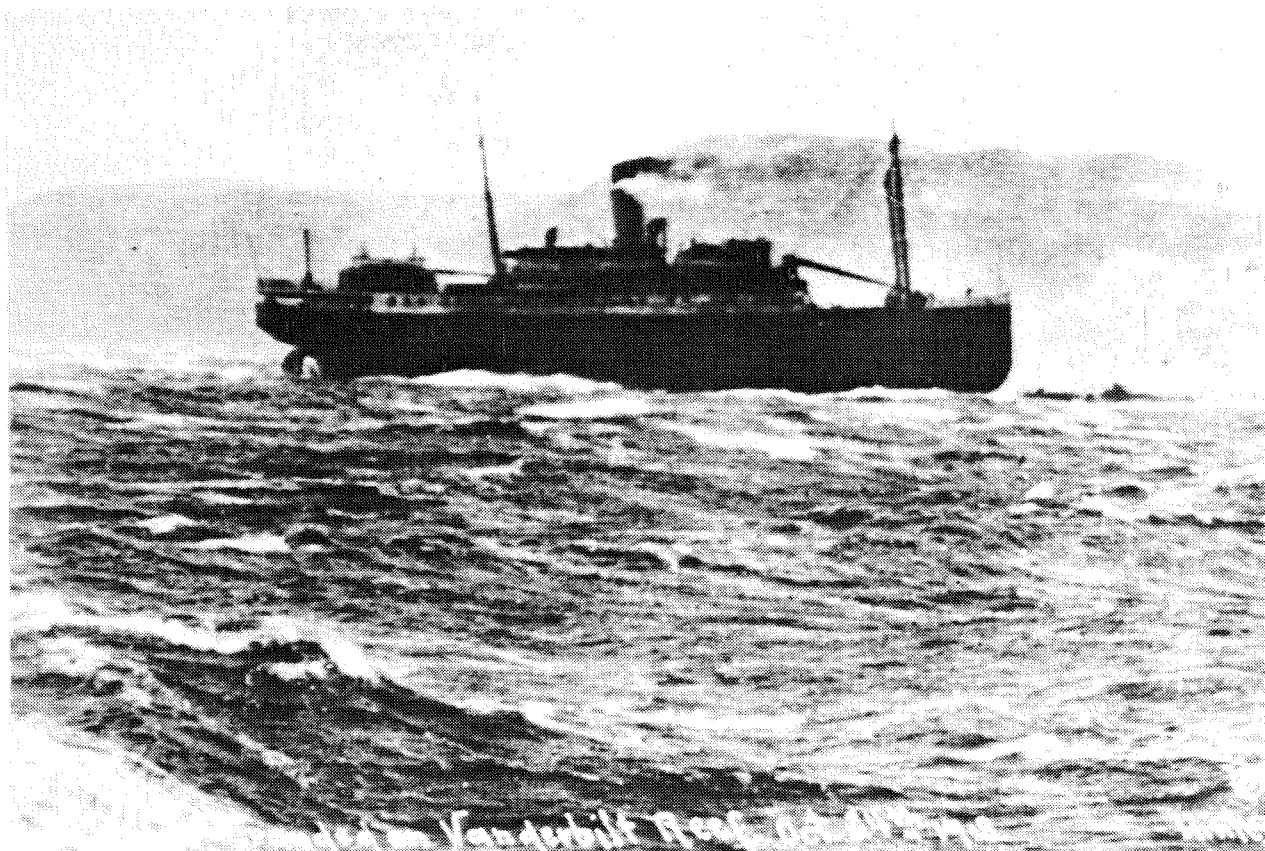
Events Leading to Wreck

In the early days, the SOPHIA's trips into the inside passage of southeastern Alaska were not without accidents. In early April of 1913, the SOPHIA struck Sentinel Island Reef in Favorite Channel around 2:00 a.m. She almost knocked the light on the reef into the channel. The ship hung on the reef about two hours before floating off. 1914 found her again in trouble. On

January 25, she ran aground in a snow storm near Alert Bay. She sustained damage to the propeller and remained on the reef for some six hours. In 1915 she sustained superficial damage from an anchor when the ALAMEDA was docking at Wrangell, Alaska. Upon arriving at Juneau, she ran into the wharf, again sustaining some slight damage.

Maybe that explains why so little space was used in the Juneau newspaper that fateful day when the SOPHIA ran up on Vanderbilt Reef. People were used to reading about her accidents. However, 1918 was to be a fateful year for the vessel.

On October 23, 1918, the SOPHIA pulled out of Skagway shortly after 10:00 p.m. for her return trip south almost three hours behind schedule. Captain L.P. Locke was her master. It was one of the bigger trips of the year. Navigation had ceased on the Yukon River and people were heading south. The Canadian Pacific Railway agent in Skagway, Lewis Johnston, reported that there were over 600 people waiting for passage outside and more were expected. The SOPHIA was expected to carry a full load of passengers. Special arrangements had been made before the ship left Vancouver, Canada, to carry more than her licensed 250 passengers and 70 crew. Six wooden buoyancy tanks with ropes attached to the sides were added to the other floatation devices on board.



PRINCESS SOPHIA on the reef.
Robert DeArmond Collection; PCA 134-261
Courtesy of the Alaska State Historical Library

About an hour after the SOPHIA left Skagway, the weather turned for the worse. It was snowing heavily, the wind was starting to increase and the sea was building. About 2:00 a.m. (Juneau time) on October 24, the proud princess ran aground on Vanderbilt Reef. Captain Locke wired Fort Seward (Haines) as well as Juneau for boats to take the passengers to safety until the ship could be floated. A second wire was sent at approximate 9:00 a.m. asking for additional boats.

The headlines and short stories in the local papers during those two days barely touched the drama that was going on at Vanderbilt Reef in Lynn Canal. The reef itself is a rock about one-half an acre in size. Much of it is covered at high tide. At extreme low tide, the highest point is about 12 feet above the surface. With the ship steaming at full speed and with the poor visibility, it was impossible to see the reef. There was a light at Point Sherman about 15 miles north, but none on Vanderbilt Reef.

After striking the reef at high tide on the morning of October 24, the SOPHIA hung suspended with about two-thirds of the vessel on the rocks. The hull was partly afloat in the shallow water on the reef and the wave action caused her to scrape against rocks. Captain Locke immediately wired his home port of Victoria, but was unable to get through right away. Captain Locke wired Captain John Leadbetter of the United States lighthouse tender, CEDAR, which was anchored near Juneau. His message said that "PRINCESS SOPHIA ran on Vanderbilt Reef Lynn Canal at 3 o'clock (B.C. time)...ship pounding. Need assistance." The message was relayed to Canadian Pacific Railway headquarters in Victoria, but because of communication delays they didn't receive word of the stranding for almost 12 hours. Accounts vary somewhat as to who received the first message.

Frank Lowle, the Canadian Pacific Railway ticket agent in Juneau, received a call from someone at the harbor relaying the message just received by the CEDAR. He immediately started preparations to house the passengers when they were rescued. He knew there was no one ship in the area that could take all of them aboard. He recruited as many small vessels as he could. Local mariners rapidly responded in full force. He had a message sent to Fort Seward in Haines for the PETERSON, an 85 foot U.S. Army harbor boat commanded by Captain Cornelius Steadham.

The first ships to respond to the call for help were the 65 foot mail and passenger boat the ESTEBETH, run by Captain James P. Davis; the 65 foot AMY, with Captain Ed McDougall at the helm (the AMY was owned by the Alaska Juneau Mining Company); Charles Duffy's small fishing boat, LONE FISHERMAN; and the 100 foot fishing vessel KING AND WINGE, with Captain James Miller in charge. Additional ships were pressed into service including the E.A. HEGG, a 46 foot gas boat.

There was continued communication between the SOPHIA and the CEDAR. Captain Locke had at first hoped the SOPHIA would float off the rocks at the next high tide, but she did not. He continued to be optimistic about the safety of the passengers and his ship, which is documented by his wireless messages to the CEDAR and to Juneau. It is recorded that the barometer was rising, which meant the weather would improve. The rescue ships hovered around the stricken vessel the remainder of October 24, seeking shelter for the night all except for the KING AND WINGE who managed to anchor nearby. Plans were being made for a rescue the next day., weather permitting.

On the morning of October 25, rescue boats could see the SOPHIA still high on the reef and on occasion people on the decks. At one time several of the SOPHIA's lifeboats were lowered over the side. It was reported that members of the crew were assessing the damage. In the early afternoon, due to the worsening storm and the lack of light, the rescue boats circling the SOPHIA had to seek shelter in the lee of nearby islands and coves. It is recorded that at 7:00 p.m. on the 24th, Captain Davis of the ESTEBETH wrote in his log book that the weather had worsened and it made navigation impossible. He noted, "God help those aboard the wreck."

At 4:50 p.m. on October 25, a message was received by the CEDAR, "Taking water and foundering, for GOD's sake come and save us." The CEDAR immediately steamed to the area. Visibility was zero. Captain Leadbetter reported that he could not see Sentinel Island Lighthouse even though he thought he was within 500 yards of it. Concerned with the safety of his own ship and crew, he turned back. The smaller vessels were unaware of the SOPHIA's last message because they did not have radios. The KING AND WINGE had communicated with the CEDAR by a shouted message and was aware of the new development.

On the morning of October 26, the CEDAR weighed anchor for Vanderbilt Reef. The weather and visibility had improved. During the night the CEDAR repeatedly tried to contact the SOPHIA, but to no avail. When the CEDAR arrived at the scene around 8:30 a.m., Vanderbilt Reef was empty. All that was showing of the PRINCESS SOPHIA off the southern end of the reef, was the top twenty feet of her mast, the rigging and a part of her funnel. The rescue ships began a search for survivors.

What really happened shortly after the last message will never be known. The SOPHIA slipped over the reef because of the wind and the wave action. She was turned completely around until her bow was pointed back to Skagway and she slipped beneath the waves. Most of the watches found on the victims had stopped at 6:50 p.m. Canadian time.

No survivors were found of the reportedly 343 people on board. There are varying accounts as to the total number of passengers and crew. A Juneau newspaper reported that there were 343 people aboard the SOPHIA of which 268 were passengers and 75 were crew members. Another source reports 353. There were infants and small children that did not require tickets, as well as "work aways" and reportedly some stowaways, which would cause the number of people on board to vary.

Most of the first survivors found did not drown. Oil was found in their mouths which caused them to suffocate. According to newspaper reports, most of the bodies were found in the oil drifting from the SOPHIA, just north of Admiralty Island and west of Douglas island. They were fully clothed and wore life belts. When divers hired by CPR went down onto the wreck some time later, they claimed to have found only one body. However, they were unable to enter the after part of the ship. Subsequent divers found numerous bodies trapped in the ship with no signs of preparation for survival, but it was not reported if the majority were found in the after section. This discovery caused a controversy regarding the competency of Captain Locke and his crew. Most people assumed the passengers would all have been on deck preparing for the ships' sinking, if they had been properly warned.

The people of Juneau and Douglas opened their hearts and gave of themselves for this maritime disaster. Numerous mariners volunteered to search for the bodies while other residents met the

rescue ships at the dock to help remove the victims. Identification of the passengers was made easier because Canadian citizens were required to carry registration cards. A Seattle firm sent 150 caskets because they were in short supply. Most of the bodies were taken to the C.W. Young hardware store that housed a mortuary on the second floor. After they were embalmed, the bodies were stored in a local ice house rented by the Canadian Pacific Railway until word came from relatives of where to ship them. Attorney H.L. Faulkner headed a group of Juneau businessmen who were organized to see that the victims' valuables were properly identified and stored. B.M. Behrends offered the safe in his bank for storage purposes.

Evergreen Cemetery in Juneau became the resting place for a number of the victims. Customs Collector John Fraser Pugh was buried in the Masonic plot. He was the only Juneau resident on the SOPHIA.

The PRINCESS ALICE, which had been sent north shortly after the stranding with plans to take the rescued passengers south, quietly left Juneau on November 9th with 156 bodies on board.



*PRINCESS SOPHIA on the reef.
Early Prints of Alaska Collection; PCA 01-2127
Courtesy of the Alaska State Historical Library*

Aftermath

The question in the minds of people at the time of the disaster and through the years was, "Why were the passengers not rescued?" All of the hearings, reports, personal interviews with

captains of the small rescue fleet, and even letters to loved ones found on the victims, show that it was virtually impossible because of the high seas, heavy winds and poor visibility of the worsening storm. Getting lifeboats or even other vessels close to the ship was very dangerous because of the size of the reef. They too could have become victims of that treacherous area. If lifeboats had been launched from the SOPHIA herself, there would have been a substantial loss of life because of the cold and high seas. There is evidence that the barometer was rising not long after the disaster, which probably influenced Captain Locke not to drop the lifeboats.

The Canadian federal government ordered an immediate investigation of the wreck and established a "commission of inquiry." A civil case was instigated in the American courts on behalf of the relatives against the Canadian Pacific Railway Company. Rumors circulated and accusations were hurled at Canadian Pacific Railway Company, mainly that the ship was going at an unsafe speed and was off course. It was also claimed that the captain refused to let other vessels in the area rescue his passengers.

The hearings of the Canadian Commission of Inquiry started January 6, 1919. There was extensive testimony by witnesses. One hearing was even scheduled in Juneau. It is reported the Canadian company felt it had no defense and admitted its liability to the district court of Alaska. More than \$2 million dollars was awarded to the claimants by the U.S. district court Judge. The Canadian company's lawyers discovered an old steamship law called the Limitations Act, which limited the amount of damages that could be collected to the amount of money received in freight and passenger tickets - after expenses. The Alaska decision was appealed in Seattle and it was ruled that since the SOPHIA was a Canadian ship, it was not subject to American law. The Judge also reduced the number of claimants from 227 to 13. The claimants appealed that decision. Litigation dragged on for almost 14 years. A transcript of the case contained 8,500 pages!

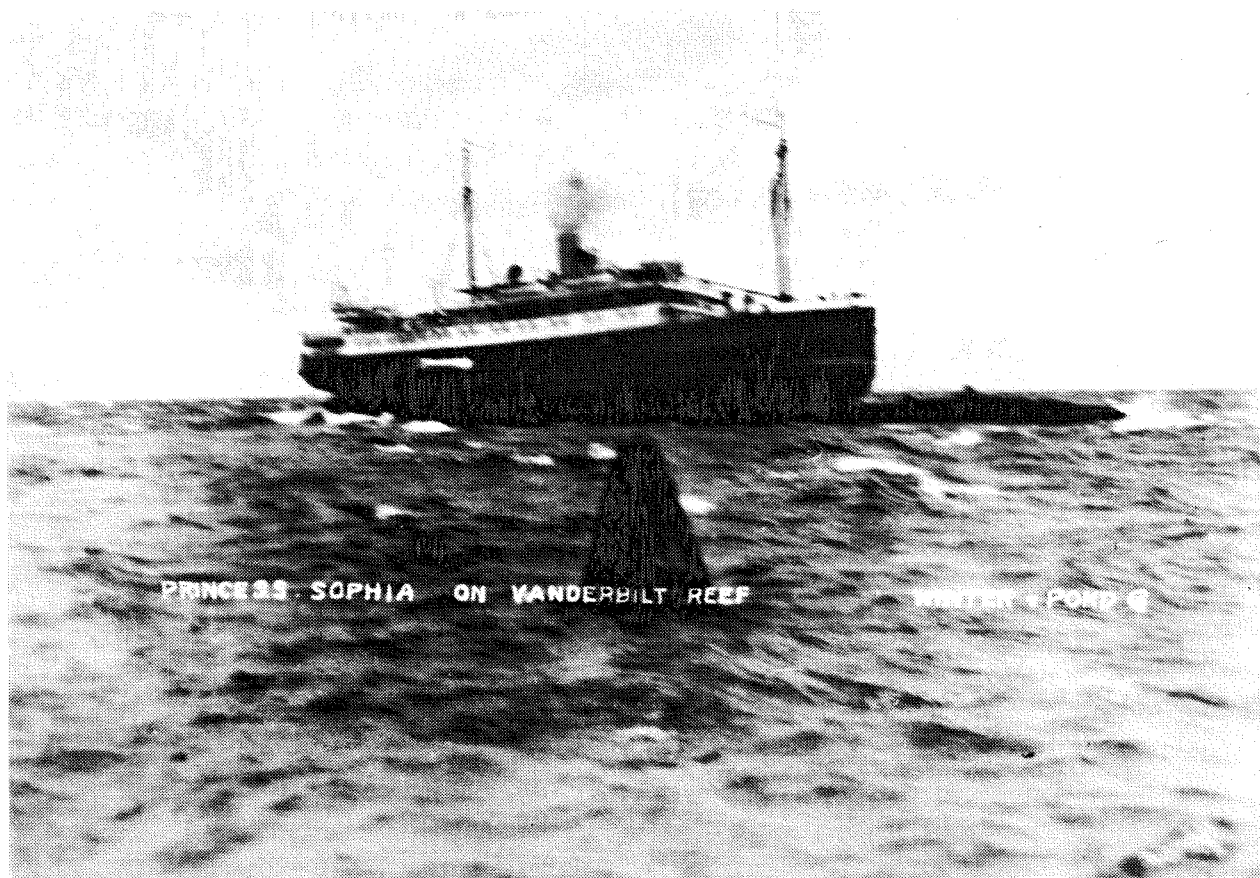
In October of 1932, the case finally came to a close. It was judged that Captain Locke was not incompetent; the disaster was not caused by faulty equipment; nor did the Canadian company order Captain Locke to wait for the PRINCESS ALICE to arrive. Because of the old steamship law of limited liability, the remaining thirteen claimants received very little money. A Seattle newspaper reported the "U.S. court fixes \$643 as compensation." It reported the United States Circuit Court of Appeals ruled that only \$634.40 be awarded the claimants. The appellants had asked that the \$350,000 insurance money be included with the settlement. According to one report, the company received a quarter of a million dollars in insurance money from Lloyd's of London. Another source states \$350,00. The Canadian Pacific Railway Company, however, did pay over \$70,000 for transportation and burial expenses for the victims. The company won the case legally, but hundreds of people felt they had a moral obligation to the victims's families.

There were many human interest stories in the local newspapers and subsequent publications. According to a March 6, 1919 newspaper, an oil soaked half starved English setter was picked up at Tee Harbor shortly after the disaster. It was presumed that the dog survived the shipwreck. There had been several dogs on the vessel and about two dozen horses. Letters and diaries were found on the victims that revealed their thoughts and hopes of rescue. They implied that there was no great panic after the collision. A letter from Governor Riggs to Mr. George Putnam, Commissioner of Lighthouse Service, dated January 2, 1919, reads in part, "In connection with our conversation concerning needed aids to navigation in Alaska I beg to submit the following list of aids as suggested to me by sea faring men." Of the sixteen areas listed one

was for a horn on Marmion Island and the last on the list, a light and bell for Vanderbilt Reef.

Young Auris McQueen wrote to his mother on October 25. He stated that, "at Skagway the stampede of people out of the Interior had got ahead of us and we had to miss three boats and only got on this one by good luck. Now, this ship, the PRINCESS SOPHIA, is on a rock and when we can get away is a question." He goes on to describe the 50-mile per hour wind and poor visibility and how one woman dressed in a black evening dress right after the stranding. He mentioned the most critical time was the first high tide, when the ship slipped further forward onto the reef and into a groove. The only inconvenience for the young soldier was the lack of water and lack of "soft sugar." He states that there were six cases of flu aboard and knew they would be quarantined when they got to Seattle. McQueen ended his letter with the lines, "The decks are all dry, and this wreck has all the markings of a movie stage setting. All we lack is the hero and the vampire. I am going to quit, and see if I can rustle a bucket and a line to get some sea water to wash in. We are mighty lucky we were not all buried in the sea water. Lovingly, Auris."

There is no marker or memorial on Vanderbilt Reef to show that over 343 people lost their lives that fateful day of October 25, 1918. However the City and Borough of Juneau assembly have expressed an interest in erecting a memorial plaque at some time in the future.



PRINCESS SOPHIA on the reef.
Early Prints of Alaska Collection; PCA 01-2126
Courtesy of the Alaska State Historical Library

Historic Significance

The PRINCESS SOPHIA shipwreck is historically significant in a number of ways. The ship was carrying passengers on their way to make their fortunes in the gold fields of the Yukon which meets the National Register Criterion A (association with events that have contributed to the broad pattern of history). The easiest passageway to the gold was through the waters near Juneau and many ships plied this route from the late 1800's and early 1900's. The fact that the ship wrecked and sunk emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. The loss of lives struck a responsive chord with residents of the community and indeed the nation. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau. The wreckage is relatively intact and has yielded information which helped describe important history of the ship and events surrounding the wreck. And, because of the relatively intact nature of the remains, there is the possibility that more information could be extracted from the wreckage in the future.

The Site Today

The following description of the SOPHIA site appeared in the July 1976 Alaska Magazine under the title "The PRINCESS SOPHIA Revisited" by Nancy Barr.

"The SOPHIA is a jagged, white mound on the bottom. Virtually no part has escaped the attachment of the large sea anemone, *Metridium senile*. The effect is eerie - thousands of white anemones slowly and silently extending, then contracting their tentacles ... Because of the dense covering of anemones and the broken and twisted condition of the hull, the lines of the ship are so indistinct that it was only after many trips to the reef that [the divers] ... agreed on what they were seeing. The SOPHIA lies on her side, gradually settling into the bottom, with her bow in about 60 feet of water and her stern at about 100 feet. Hull plates lie twisted and broken, pieces of her masts and superstructure are strewn about, there are gaping holes in her sides - all testimony to her last violent moments and years of slow decay."

By all accounts from local divers who have made recent dives, the PRINCESS SOPHIA is hardly recognizable until within very close proximity. It is overgrown by large sea anemones. The remains of the ship rests in 70 feet of water at the bow and 120 feet at the stern. The hull is leaning to the port about 20 degrees. About 25% of the bow is broken off and appears storm battered. It is believed that this has happened in the last ten years. The stern is broken up with the boilers and side doors still existing. The wooden decks are badly rotted and are beginning to collapse onto each other. The bow mast is lying perpendicular to the ship and the single stack is not visible. It is estimated that 60% of the hull is intact.

Remains on the site and within the ship include leather horse collars still hanging and horse bones of the animals lost in the tragedy. Also one metal life boat is at the site along with dishes featuring the initials C.P.R.R. (Canadian Pacific Rail Road). Some artifacts of the Princess SOPHIA have been recovered by local divers and have been featured in museum presentations in the past.

PRINCESS KATHLEEN



PRINCESS KATHLEEN
Early Prints of Alaska Collection; PCA 01-2123
Courtesy of the Alaska State Historical Library

Ship Description

The PRINCESS KATHLEEN was built for the Canadian Pacific Railway Company by John Brown and Company Ltd., at Clydebank, Scotland in 1925. She was 352 feet long and had a beam width of 60 feet with a depth of 26 feet. Four oil fired engines powered the twin screw propulsion system. The PRINCESS KATHLEEN was modern in design and featured three distinctive stacks. She was brought from Scotland by Captain R. W. McMurray, and reportedly named after a daughter of Lord Thomas Shaghnessy, a former president of the steamship company. The KATHLEEN was licensed to carry 1,500 passengers for a gross tonnage rating of 6000 tons.

Events Leading to Wreck

Since the sinking of the PRINCESS SOPHIA in 1918 the waters around Juneau and Douglas remained relatively free of any major shipwrecks until the early morning hours of September 7, 1952, when the PRINCESS KATHLEEN crashed onto the rocks of Lena Point in Favorite Channel. Favorite Channel is north of Stephens Passage between Shelter Island and the mainland.

The KATHLEEN was on her last cruise of the season. She was bound for Skagway, Alaska, under the command of Captain Graham O. Hughes, with 307 passengers and 80 crew members on board. Chief Officer Charles W. Savage was on the bridge when the ship went aground on Lena Point shortly after 3:00 a.m. on September 7, 1952. No explanation was given except that she was about a mile and one-half off course. It was assumed the heavy tides and 30 knot head winds caused the ship to stray to the east. Although the KATHLEEN had radar equipment, it was not turned on. A company spokesman was quoted as saying, "Radar is turned on whenever the officer in charge deems it necessary. In this case it apparently was not deemed necessary." The ship was traveling approximately 9 knots at the time.

There was major damage to the bow, and the bottom was torn nearly amidships. She was bow first on the rocks with her stern in the water. An S.O.S. was sent out immediately on the wrong frequency so no one was immediately aware of her plight. The coast guard reportedly didn't hear about the stranding until after 5:00 a.m., when they received a call from the Point Retreat Lighthouse. The coast guard cutter, in Stephens Passage at the time, had the fishing boat SUE in tow. She left the boat in the lee of Pt. Hilda and proceeded north at once.

According to the Daily Alaska Empire, the first people on the scene were two off duty Pan American airline pilots and a local resident. The three men, Captain Dick Hawley, co-pilot Jim McGinnis and Russell Clark were driving to Tee Harbor for an early morning fishing trip when they saw what they thought to be a freighter stranded at Lena Point. They immediately pushed their way through the brush to the scene. Some passengers from the ship were already beginning to assemble on the rocks. Some of the people thought they were on an island. The three men, with hand axes from the ship, cleared a path of about one-half mile through the woods to the road. The coast guard cutter, under the command of Lt. Richard Lacy, arrived at the scene at approximately 6:30 a.m. She took 110 of the older passengers off the ship to nearby Tee Harbor. The cutter returned to the ship and took 30 to 40 people to Auke Bay. The balance of the passengers walked to the road where they were met by buses and vans. There was no loss of life and apparently no one was injured, except that one of the passengers reportedly suffered a heart attack in the lobby of the Baranof Hotel.

The passengers were interviewed by local reporters and one was quoted as saying, "The shock when the ship struck the shore was most violent. Practically everyone was knocked out of their bunks. We picked ourselves up and looked out our cabin door. People were looking out all along the gangways. There was no panic. Everyone was calm...Some thought at first that the jolt had been caused by an earthquake. The suspense was maddening. Finally the boat's public address system went on. The vessel's skipper was talking. He admonished everyone to be calm, to dress warmly, to put on life jackets and to go to their stations on the boat. Despite this foreboding of tragedy to our boat, everyone remained calm. We all went to work efficiently carrying out the skippers's instructions."



*PRINCESS KATHLEEN sliding from reef.
Early Prints of Alaska Collection; PCA 01-3768
Courtesy of the Alaska State Historical Library*



*PRINCESS KATHLEEN sliding from reef.
Early Prints of Alaska Collection; PCA 01-3769
Courtesy of the Alaska State Historical Library*



*PRINCESS KATHLEEN sliding from reef.
Early Prints of Alaska Collection; PCA 01-3770
Courtesy of the Alaska State Historical Library*



*PRINCESS KATHLEEN sliding from reef.
Early Prints of Alaska Collection; PCA 01-3771
Courtesy of the Alaska State Historical Library*

Aftermath

After the passengers were safely ashore, there was still hope that the ship could be pulled off into deeper water. But the stern slowly began to fill with water as the tide rose and it was apparent that the KATHLEEN was going to sink. Soon after 11:00 a.m., the promenade deck was awash. The deck chairs and life jackets were soon floating in the channel. At 1:30 p.m. the PRINCESS KATHLEEN slid stern first off the rocks. Her bow was pointed straight up when she gave her last quiver and slid beneath the waves into about 120 feet of water. The officers and crew watched with tears in their eyes. It is said that the purser wept when he broke the news to the passengers at the Baranof Hotel later that afternoon.

Local residents and commercial businesses received nothing but praise from Canadian Pacific Railway officials and the passengers for their cooperation and kindness in helping with comforting the ship's passengers. Hal Johnston, agent for the company in Skagway, came to Juneau to help with transportation arrangements. He said that Alaskans had the same spirit in 1952 that he observed after the SOPHIA disaster in 1918. "They are wonderful!" Johnson started work for the Canadian company in 1902 and was in Skagway when the SOPHIA went down.

Investigations were started shortly after the sinking of the KATHLEEN. Some of the passengers filed damage suits for the loss of their personal property. The claims were said to have averaged \$1,000 per person. It is also reported that the company attorneys quoted the old steamship law which helped them win their case with the SOPHIA. The company eventually refunded the fares and settled property losses.

The possibility of salvaging the KATHLEEN was studied by experts hired by the steamship company. The company also hired Ketchikan diver, Kris Antonsen to make an inspection of the ship. Contracts for salvage were to be awarded if the diver decided the five million dollar ship could be saved. It was decided that salvage efforts would be too costly. According to Jim Gibbs, author of "Disaster Log of Ships," salvage rights were bought by a group of men in 1953, of whom three were allegedly scuba divers and one an investor.

Historic Significance

The PRINCESS KATHLEEN shipwreck is historically significant in a number of ways. Unlike the previous ships the KATHLEEN was on its way north with tourists many of which may have been following the route of the gold seekers of yesteryear. The waters near Juneau had become a favorite attraction for visitors wanting to experience the beauty of Southeast Alaska. Even with better navigational aids since the early days, the wreck of the KATHLEEN re-emphasized the dangers of the waters of Southeast Alaska. No lives were lost with the wreck of the KATHLEEN but the incident struck a responsive chord with residents of the community as they had seen disaster before and were relieved that this one did not end in tragedy. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau. The wreckage is relatively intact and has yielded information which helped describe important history of the ship and events surrounding the wreck. And, because of the relatively intact nature of the remains, there is the possibility that more information could be extracted from the wreckage in the future.

The Site Today

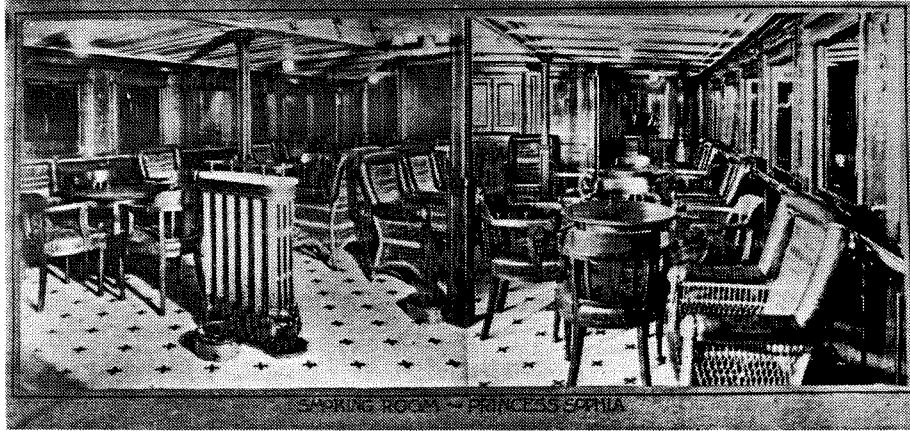
The PRINCESS KATHLEEN lies with its bow at about 50 feet below the water's surface and the stern at 120 feet. She lists to the port approximately 80 degrees and is pointed generally in a northerly direction. The ship's three stacks are still in place. The wooden decks are badly rotted and collapsed. Much of the steel superstructure is twisted and fallen. The starboard cargo bay door is wide open as well as some of the passenger stateroom doors. Much of the wood tops of the staterooms have rotted and fallen in. Some of the large windows of the ship are still intact.

Many divers have gone down on the KATHLEEN bringing up souvenirs. Although some local divers have told about entering the ship it is a very dangerous practice and at least one diver has lost his life doing so.

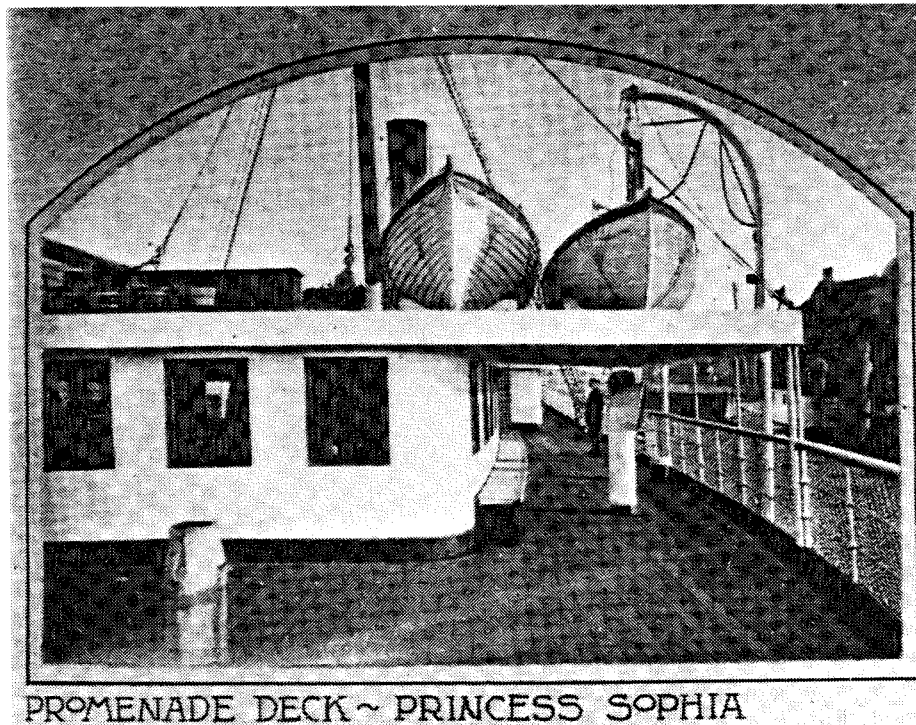
No life boats remain at the site as they were used to unload the passengers before the ship slipped into the deep water. Scattered debris can be seen around the ship. Items identified include toilets, sinks, suitcases, cases of beer bottles, empty butter and lard cases, and dishes with C.P.R.R. (Canadian Pacific Rail Road) printed on them. It has been reported that an oil tank is located nearby which is leaking.

The plans for the vessel are reportedly located in a British Museum. A number of artifacts have been collected by local divers and have been loaned to the Juneau-Douglas City Museum for interpretive displays.

The ship's bell from the PRINCESS KATHLEEN is reportedly located in Hawaii, according to Jim Gibbs. He tells the story of a group of scuba divers invested \$5,000 to get the bell off the ship. They tried to sell the bell in Alaska for \$1,000, but no one was interested in it at that price. Finally in desperation, they went to Jim Gibbs, who was then editor of a maritime trade weekly and offered to sell it to him for \$25.00. Gibbs bought the bell, and when he moved to Hawaii, it went with him.



*PRINCESS SOPHIA - Smoking Room.
Early Prints of Alaska Collection; PCA 01-3772
Courtesy of the Alaska State Historical Library*

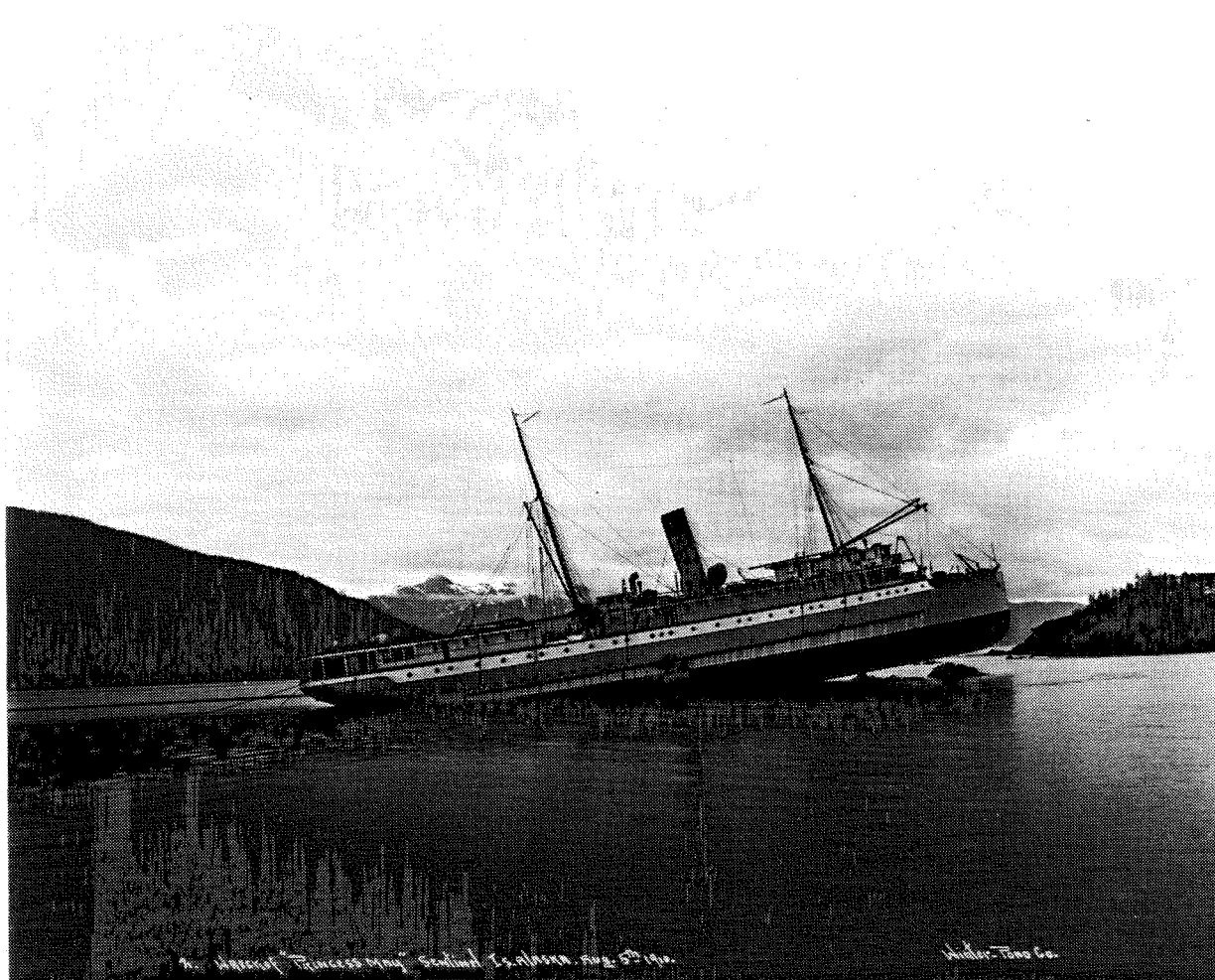


*PRINCESS SOPHIA - Promenade Deck.
Early Prints of Alaska Collection; PCA 01-3773
Courtesy of the Alaska State Historical Library*

SHIPWRECK SURVEY SHEETS

The survey sheets which follow were developed to provide the necessary information for the Alaska Heritage Resources Survey and respond to the specific information relating to historic shipwrecks.

The scope of work for the survey/inventory of the historic shipwreck sites did not include a physical site visitation as all sites are submerged. However, many local sport divers have visited various sites and related much of what they viewed to us. With this information and researching documentation of the sinking events we were able to provide much of the information as called for on the survey sheets.



*PRINCESS MAY on the reef.
Winter and Pond Collection; PCA 87-1668
Courtesy of the Alaska State Historical Library*

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 1 of 4

AHRS #: JUN-318

CBJ #: G-40

Resource Name: CLARA NEVADA (formerly USS HASSLER)

Registration No.: 127222 KNGL

Acreage: < 1 acre

Lat./Long/: CONFIDENTIAL

USGS Map Sheet: Juneau (D-4) Quadrangle

Site Description: The ship rests in shallow water of about 30 feet at low tide. Debris is scattered for approximately 200 yards. The masts are in the area and evidence of the hull can be seen. Much of the remains appear like rocks on the sea floor. Scattered pottery was among some of the artifacts found at the site.

Significance: The shipwreck is significant because it was carrying passengers on their way to make their fortunes in the gold fields of the Yukon. The fact that the ship wrecked and sunk emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. The loss of lives struck a responsive chord with residents of the community. The site is a reminder and reflection on the difficult and dangerous lifestyle in Alaska and Juneau.

Location: CONFIDENTIAL

Body of Water: Lynn Canal

Nearest city or town: Haines

State: Alaska

Source of location data: CONFIDENTIAL

Citations: Report of the Inventory and Survey of Historic Shipwreck Sites within the City and Borough of Juneau, Alaska, 1992

Present Owner: State of Alaska

Contact: Office of History and Archaeology
Department of Natural Resources
P.O. Box 107001
Anchorage, Alaska 99510-7001
(907) 762-2622

Owner at time of wreck: H.P. McGuire

Address: Seattle, Washington

Danger of Destruction: XX Yes No

Nature of Danger: Treasure hunting, tidal actions

Present Condition: Scattered wreckage

Ecosystem: Salt water

Pertinent Dates: February 5, 1898

Period: Early American Era

Resource Nature: Structure

Function: Shipwreck

Cultural Affiliation:

Preservation Status & Date:

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 2 of 4

AHRS #: JUN-318

CBJ #: G-40

Resource Name: CLARA NEVADA

Archaeological Survey and Excavation:

Archaeological survey undertaken:

Yes by whom: Date:
 No Unknown

Principal investigator (survey):

Archaeological excavation:

Yes No Date:

Principal investigator (excavation):

Publications resulting: Yes No
 Is the site submerged: Yes No

Depth of water over site at high tide (estimate number of feet):
 Approximately 28 feet

Located on shore: Yes No

Percentage of vessel present at the site:

0-25% 26-50% 51-75% 76-100%

Is the vessel:

Intact: Yes No Unknown
 Scattered: Yes No Unknown
 Buried: Yes (portion) No Unknown
 Excavated: Yes No Unknown

Type(s) of remains present at site:

Hull: Yes No Unknown
 Decks: Yes No Unknown
 Superstructure: Yes No Unknown
 Masts: Yes No Unknown
 Rigging: Yes No Unknown
 Engines/boilers: Yes No Unknown
 Auxiliary machinery: Yes No Unknown
 Ballast: Yes No Unknown
 Armament: Yes No Unknown
 Anchors: Yes No Unknown
 Cargo: Yes No Unknown
 Unknown:

Is there associated material culture: Yes No

Source of information: Local divers

Approximate date of shipwreck, by century: 19th Century

Is the wreck threatened: Yes No

Nature of threat(s) (dredging, salvage, etc.): Treasure hunting, tidal actions

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 3 of 4

AHRS #: JUN-318

CBJ #: G-40

Resource Name: CLARA NEVADA

Inventory:

Is this shipwreck inventoried elsewhere?

National Register:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
National Landmark:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
State Inventory:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
Other:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>

Vessel Identity:

Is vessel identity known? Yes No

Source of identification:

Archaeologist:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Oral Tradition:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Vessel Type: Passenger Liner

Hull Design and Configuration:

Hull:	Length: 154'	Beam: 24'-7"
	Depth of Hold:	Draft: 11'-5"
	Gross Tonnage: 463.79T	Net Tonnage: 300T
	Displacement:	Lateral Plane:
	Bottom Shape:	End Shape:
	Hull Materials: Iron	Deck Materials: Wood
	Hull Framing:	Deck Layout:

Propulsion:

Sail: Rig: Rig Shape:
Number of Masts: 3 masts left on vessel after conversion to power

Power: Engine Type: Steam Fuel: oil
Number of Engines: 1 Number of Propellers: 1
Other (paddle, oar, bow thruster, etc.):

Year of Construction: 1872

Place of Construction: Camden, New Jersey

Builder: Unknown

Date of Wreck: February 5, 1898

Use at time of loss: Cargo and passengers

Cargo: possibly dynamite, rumor of gold, other unknown

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 4 of 4

AHRS #: JUN-318

CBJ #: G-40

Resource Name: CLARA NEVADA

References and Documentation:

Measured drawings; location:

Models; location:

Sketches; location:

XX Manuscripts; location: Alaska State Historical Library

XX Reports; location: Alaska State Historical Library

XX Other: Local divers (see sources)

Interviews: XX Yes No

Name of interviewee (informant): Jim Nelson, Dick Reynolds, Alfred Cook

Date:

Tape(s) and/or field notes on file: XX Yes No

Location: CBJ Community Development Department

Form Completed by:

Name: Gary Gillette

Title: Planner

Organization: CBJ Community Development

Address: Juneau, Alaska

Date: 31 July 1992

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 1 of 4

AHRS #: JUN-383

CBJ #: G-41

Resource Name: ISLANDER

Registration No.: 95093

Acreage: < 1 acre

Lat./Long/: CONFIDENTIAL

USGS Map Sheet: Juneau (A-1) Quadrangle

Site Description: Very little of the ISLANDER remains at its final resting site. One of the salvage vessels, FOREST PRIDE, met disaster at the site and parts of that ship are visible on shore. Many have mistaken these remains to be that of the ISLANDER. Only a few pieces of six to seven feet long of the ISLANDER's steel hull have been observed at the site. Some pottery debris with the ISLANDER name on it has been documented at the site.

Significance: The ship was carrying passengers on their way to make their fortunes in the gold fields of the Yukon. The fact that the ship wrecked and sunk emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. The loss of lives struck a responsive chord with residents of the community and indeed the nation. The site is a reminder and reflection on the difficult and dangerous lifestyle in Alaska and Juneau.

Location: CONFIDENTIAL

Body of Water: West of Stephens Passage

Nearest city or town: Douglas

State: Alaska

Source of location data: CONFIDENTIAL

Citations: Report of the Inventory and Survey of Historic Shipwreck Sites within the City and Borough of Juneau, Alaska, 1992

Present Owner: State of Alaska

Contact: Office of History and Archaeology
Department of Natural Resources
P.O. Box 107001
Anchorage, Alaska 99510-7001
(907) 762-2622

Owner at time of wreck: Canadian Pacific Railway Co.
Address:

Danger of Destruction: XX Yes No
Nature of Danger: Treasure hunting, tidal action
Present Condition: Most has been salvaged
Ecosystem: Salt water
Pertinent Dates: August 15, 1901
Period: Early American Era
Resource Nature: Structure Function: Shipwreck

Cultural Affiliation:

Preservation Status & Date:

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 2 of 4

AHRS #: JUN-383

CBJ #: G-41

Resource Name: ISLANDER

Archaeological Survey and Excavation:

Archaeological survey undertaken:

Yes by whom:
No XX Unknown

Date:

Principal investigator (survey):

Archaeological excavation:

Yes XX No

Date:

Principal investigator (excavation):

Publications resulting: Yes XX No

Is the site submerged: XX Yes No

Depth of water over site at high tide (estimate number of feet):

Located on shore: XX Yes No

Percentage of vessel present at the site:

XX 0-25% 26-50% 51-75% 76-100%

Is the vessel:

Intact: Yes XX No Unknown
Scattered: XX Yes No Unknown
Buried: Yes XX No Unknown
Excavated: XX Yes No Unknown

Type(s) of remains present at site:

Hull: XX Yes No Unknown
Decks: Yes XX No Unknown
Superstructure: Yes XX No Unknown
Masts: Yes XX No Unknown
Rigging: Yes XX No Unknown
Engines/boilers: Yes XX No Unknown
Auxiliary machinery: Yes XX No Unknown
Ballast: Yes XX No Unknown
Armament: Yes XX No Unknown
Anchors: Yes XX No Unknown
Cargo: Yes XX No Unknown
Unknown:

Is there associated material culture: XX Yes No

Source of information:

Approximate date of shipwreck, by century: 20th Century

Is the wreck threatened: XX Yes No

Nature of threat(s) (dredging, salvage, etc.): Treasure hunting, tidal action

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 3 of 4

AHRS #: JUN-383

CBJ #: G-41

Resource Name: ISLANDER

Inventory:

Is this shipwreck inventoried elsewhere?

National Register:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
National Landmark:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
State Inventory:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
Other:					

Vessel Identity:

Is vessel identity known? Yes No

Source of identification:

Archaeologist:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Oral Tradition:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Vessel Type:

Hull Design and Configuration:

Hull:	Length: 240'	Beam: 42'
	Depth of Hold:	Draft: 14'-8"
	Gross Tonnage: 1,495	Net Tonnage:
	Displacement:	Lateral Plane:
	Bottom Shape:	End Shape:
	Hull Materials: Steel	Deck Materials:
	Hull Framing:	Deck Layout:

Propulsion:

Sail:	Rig:	Rig Shape:
	Number of Masts:	
Power:	Engine Type: Triple expansion	Fuel: oil
	Number of Engines: 2	Number of Propellers: 2
	Other (paddle, oar, bow thruster, etc.):	

Year of Construction: September 9, 1888

Place of Construction: Clydebank, Glasgow, Scotland

Builder: Napier, Shanks and Bell

Date of Wreck: August 15, 1901

Use at time of loss: Passengers and cargo

Cargo: Ballast

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 4 of 4

AHRS #: JUN-383

CBJ #: G-41

Resource Name: ISLANDER

References and Documentation:

Measured drawings; location:

Models; location:

Sketches; location:

Manuscripts; location: Alaska State Historical Library

Reports; location: Alaska State Historical Library

Other: Local divers

Interviews: Yes No

Name of interviewee (informant): Jim Nelson, Dick Reynolds

Date:

Tape(s) and/or field notes on file: Yes No

Location: CBJ Community Development Department

Form Completed by:

Name: Gary Gillette

Title: Planner

Organization: CBJ Community Development Department

Address: Juneau, Alaska

Date: 31 July 1992

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 1 of 4

AHRS #: JUN-218

CBJ #: G-42

Resource Name: PRINCESS MAY

Registration No.:

Acreage: < 1 acre

Lat./Long/: CONFIDENTIAL

USGS Map Sheet: Juneau (C-4) Quadrangle

Site Description: The ship was removed from the rock it was hung up on and was repaired. The rock is essentially as it was when the ship went aground and remains as one of the most dangerous spots along the Lynn Canal route.

Significance: The ship was carrying passengers on their way to make their fortunes in the gold fields of the Yukon. The fact that the ship wrecked emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. Although the PRINCESS MAY did not have loss of lives, the wreck struck a responsive chord with residents of the community and indeed the nation. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau.

Location: CONFIDENTIAL

Body of Water: Junction of Lynn Canal and Favorite Channel

Nearest city or town: Juneau

State: Alaska

Source of location data: CONFIDENTIAL

Citations: Report of the Inventory and Survey of Historic Shipwreck Sites within the City and Borough of Juneau, Alaska, 1992

Present Owner: Unknown

Contact:

Owner at time of wreck: Canadian Pacific Railway Company

Address:

Danger of Destruction: ___ Yes XX No

Nature of Danger: N/A

Present Condition: Removed from site

Ecosystem: N/A

Pertinent Dates: August 5, 1910

Period: Early American Era

Resource Nature: Site

Function: Shipwreck

Cultural Affiliation:

Preservation Status & Date:

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 2 of 4

AHRS #: JUN-218

CBJ #: G-42

Resource Name: PRINCESS MAY

Archaeological Survey and Excavation:

Archaeological survey undertaken:

Yes by whom:
 No Unknown

Date:

Principal investigator (survey):

Archaeological excavation:

Yes No

Date:

Principal investigator (excavation):

Publications resulting: Yes No

Is the site submerged: Yes No

Depth of water over site at high tide (estimate number of feet):

N/A

Located on shore: Yes No

Percentage of vessel present at the site:

0-25% 26-50% 51-75% 76-100%

Is the vessel:

Intact:	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Unknown
Scattered:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Buried:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Excavated:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown

Type(s) of remains present at site:

Hull:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Decks:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Superstructure:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Masts:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Rigging:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Engines/boilers:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Auxiliary machinery:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Ballast:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Armament:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Anchors:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Cargo:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Other:			

Is there associated material culture: Yes No

Source of information:

Approximate date of shipwreck, by century: 20th Century

Is the wreck threatened: Yes No

Nature of threat(s) (dredging, salvage, etc.): N/A

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 3 of 4

AHRS #: JUN-218

CBJ #: G-42

Resource Name: PRINCESS MAY

Inventory:

Is this shipwreck inventoried elsewhere?

National Register:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
National Landmark:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
State Inventory:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
Other:					

Vessel Identity:

Is vessel identity known? Yes No

Source of identification:

Archaeologist:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Oral Tradition:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Vessel Type:

Hull Design and Configuration:

Hull:	Length: 240'	Beam: 33'
	Depth of Hold:	Draft: 18'
	Gross Tonnage: 1,394T	Net Tonnage:
	Displacement:	Lateral Plane:
	Bottom Shape:	End Shape:
	Hull Materials: Steel	Deck Materials: Wood
	Hull Framing:	Deck Layout:

Propulsion:

Sail:	Rig:	Rig Shape:
	Number of Masts:	
Power:	Engine Type: Triple expansion	Fuel: Oil
	Number of Engines: 2	Number of Propellers: 2
	Other (paddle, oar, bow thruster, etc.):	

Year of Construction: 1888, Superstructure rebuilt in 1906

Place of Construction: New Castle, England

Builder: Hawthorne, Leslie and Co., Ltd.

Date of Wreck: Hit reef: August 5, 1910; Removed: September 5, 1910

Use at time of loss: Passenger

Cargo: Freight

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 4 of 4

AHRS #: JUN-218

CBJ #: G-42

Resource Name: PRINCESS MAY

References and Documentation:

Measured drawings; location:

Models; location:

Sketches; location:

Manuscripts; location: Alaska State Historical Library

Reports; location: Alaska State Historical Library

Other: Local divers

Interviews: Yes No

Name of interviewee (informant): Jim Nelson, Dick Reynolds, Alfred Cook,
Dean Stratton

Date:

Tape(s) and/or field notes on file: Yes No

Location: CBJ Community Development Department

Form Completed by:

Name: Gary Gillette

Title: Planner

Organization: CBJ Community Development Department

Address: Juneau, Alaska

Date: 31 July 1992

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 1 of 4

AHRS #: JUN-222

CBJ #: G-43

Resource Name: PRINCESS SOPHIA

Registration No.: 130620

Acreage: < 1 acre

Lat./Long/: CONFIDENTIAL

USGS Map Sheet: Juneau (C-4) Quadrangle

Site Description: The ship is overgrown by large sea anemones and rests in 70 feet of water at the bow and 120 feet at the stern. The hull is leaning to the port about 20 degrees. About 25% of the bow is broken off and appears storm battered. The stern is broken up with the boilers and side doors still existing. The wooden decks are badly rotted and collapsing. The bow mast is lying perpendicular to the ship. Approximately 60% of the hull is intact. Artifacts at the site include leather horse collars, one metal life boat and dishes.

Significance: The ship was carrying passengers on their way to make their fortunes in the gold fields of the Yukon. The fact that the ship wrecked emphasizes the dangers of the waters of Southeast Alaska and reinforced the need for better navigational aids. Although the PRINCESS MAY did not have loss of lives, the wreck struck a responsive chord with residents of the community and indeed the nation. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau.

Location: CONFIDENTIAL

Body of Water: Junction of Lynn Canal and Favorite Channel

Nearest city or town: Juneau

State: Alaska

Source of location data: CONFIDENTIAL

Citations: Report of the Inventory and Survey of Historic Shipwreck Sites within the City and Borough of Juneau, Alaska, 1992

Present Owner: State of Alaska

Contact: Office of History and Archaeology
Department of Natural Resources
P.O. Box 107001
Anchorage, Alaska 99510-7001
(907) 762-2622

Owner at time of wreck: Canadian Pacific Railroad Company
Address:

Danger of Destruction: XX Yes No
Nature of Danger: Treasure hunting, tidal action

Present Condition: Generally intact

Ecosystem: Salt water

Pertinent Dates: October 23, 1918

Period: Community Building Era

Resource Nature: Structure

Function: Shipwreck

Cultural Affiliation:

Preservation Status & Date:

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 2 of 4

AHRS #: JUN-222

CBJ #: G-43

Resource Name: PRINCESS SOPHIA

Archaeological Survey and Excavation:

Archaeological survey undertaken:

Yes by whom: Date:
XX No Unknown

Principal investigator (survey):

Archaeological excavation:

Yes XX No Date:

Principal investigator (excavation):

Publications resulting: Yes XX No

Is the site submerged: XX Yes No

Depth of water over site at high tide (estimate number of feet):

Approximately 70'

Located on shore: Yes XX No

Percentage of vessel present at the site:

0-25% 26-50% 51-75% XX 76-100%

Is the vessel:

Intact: Yes XX No Unknown
Scattered: XX Yes No Unknown
Buried: XX Yes (portion) No Unknown
Excavated: Yes XX No Unknown

Type(s) of remains present at site:

Hull: XX Yes No Unknown
Decks: XX Yes No Unknown
Superstructure: Yes No XX Unknown
Masts: Yes XX No Unknown
Rigging: Yes No XX Unknown
Engines/boilers: XX Yes No Unknown
Auxiliary machinery: Yes No XX Unknown
Ballast: Yes No XX Unknown
Armament: Yes XX No Unknown
Anchors: Yes No XX Unknown
Cargo: Yes No XX Unknown
Other: One (1) lifeboat

Is there associated material culture: XX Yes No

Source of information:

Approximate date of shipwreck, by century: 20th Century

Is the wreck threatened: XX Yes No

Nature of threat(s) (dredging, salvage, etc.): treasure hunting, tidal action

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 3 of 4

AHRS #: JUN-222

CBJ #: G-43

Resource Name: PRINCESS SOPHIA

Inventory:

Is this shipwreck inventoried elsewhere?

National Register:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
National Landmark:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
State Inventory:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
Other:					

Vessel Identity:

Is vessel identity known? Yes No

Source of identification:

Archaeologist:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Oral Tradition:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Vessel Type:

Hull Design and Configuration:

Hull:	Length: 245'-2"	Beam: 44'
	Depth of Hold:	Draft: 24'
	Gross Tonnage: 2,320T	Net Tonnage:
	Displacement:	Lateral Plane:
	Bottom Shape:	End Shape:
	Hull Materials: Steel	Deck Materials: Wood
	Hull Framing:	Deck Layout:

Propulsion:

Sail:	Rig:	Rig Shape:
	Number of Masts:	
Power:	Engine Type: Triple expansion	Fuel: Oil
	Number of Engines: 1	Number of Propellers: 1
	Other (paddle, oar, bow thruster, etc.):	

Year of Construction: 1911

Place of Construction: Paisley, England

Builder: Bow McLaughlin Company.

Date of Wreck: Hit reef: October 23, 1918; Sank: October 25, 1918

Use at time of loss: Passenger

Cargo: Freight

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 4 of 4

AHRS #: JUN-222

CBJ #: G-43

Resource Name: PRINCESS SOPHIA

References and Documentation:

Measured drawings; location:

Models; location:

Sketches; location:

Manuscripts; location: Alaska State Historical Library

Reports; location: Alaska State Historical Library

Other: Local divers

Interviews: Yes No

Name of interviewee (informant): Jim Nelson, Dick Reynolds, Alfred Cook,
Dean Stratton

Date:

Tape(s) and/or field notes on file: Yes No
Location: CBJ Community Development Department

Form Completed by:

Name: Gary Gillette

Title: Planner

Organization: CBJ Community Development Department

Address: Juneau, Alaska

Date: 31 July 1992

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 1 of 4

AHRS #: JUN-221

CBJ #: G-44

Resource Name: PRINCESS KATHLEEN

Registration No.: 150908

Acreage: < 1 acre

Lat./Long/: CONFIDENTIAL

USGS Map Sheet: Juneau (B-3) Quadrangle

Site Description: The ship lies with its bow at about 50 feet below the water's surface and the stern at 120 feet. She lists to the port approximately 80 degrees and is pointed in a northerly direction. The ship's three stacks are still in place. The wooden decks are badly rotted and collapsed. Much of the steel superstructure is twisted and fallen. Some of the large windows of the ship are still intact. Scattered debris include toilets, sinks, suitcases, cases of beer bottles, empty butter and lard cases, cat tracks and dishes

Significance: Even with better navigational aids since the early days, the wreck of the KATHLEEN re-emphasized the dangers of the waters of Southeast Alaska. No lives were lost with the wreck of the KATHLEEN but the incident struck a responsive chord with residents of the community as they had seen disaster before and were relieved that this one did not end in tragedy. The site is a reminder and reflection on the difficult and dangerous lifestyle during this early developing period of Alaska and Juneau.

Location: CONFIDENTIAL

Body of Water: Favorite Channel

Nearest city or town: Juneau

State: Alaska

Source of location data: CONFIDENTIAL

Citations: Report of the Inventory and Survey of Historic Shipwreck Sites within the City and Borough of Juneau, Alaska, 1992

Present Owner: State of Alaska

Contact: Office of History and Archaeology
Department of Natural Resources
P.O. Box 107001
Anchorage, Alaska 99510-7001
(907) 762-2622

Owner at time of wreck: Canadian Pacific Railroad Company
Address:

Danger of Destruction: XX Yes No
Nature of Danger: Treasure hunting, tidal action
Present Condition: Generally intact
Ecosystem: Salt water
Pertinent Dates: September 7, 1952
Period: World War II Era
Resource Nature: Structure Function: Shipwreck

Cultural Affiliation:

Preservation Status & Date:

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 2 of 4

AHRS #: JUN-221

CBJ #: G-44

Resource Name: PRINCESS KATHLEEN

Archaeological Survey and Excavation:

Archaeological survey undertaken:

Yes by whom:
XX No Unknown

Date:

Principal investigator (survey):

Archaeological excavation:

Yes XX No

Date:

Principal investigator (excavation):

Publications resulting:

Yes

XX No

Is the site submerged:

XX Yes

No

Depth of water over site at high tide (estimate number of feet):

Approximately 130'

Located on shore:

Yes

XX No

Percentage of vessel present at the site:

0-25%

26-50%

XX 51-75%

76-100%

Is the vessel:

Intact: Yes

XX No

Unknown

Scattered: XX Yes

No

Unknown

Buried: XX Yes (portion)

No

Unknown

Excavated: Yes

XX No

Unknown

Type(s) of remains present at site:

Hull: XX Yes

No

Unknown

Decks: XX Yes

No

Unknown

Superstructure: XX Yes

No

Unknown

Masts: Yes

XX No

Unknown

Rigging: Yes

No

XX Unknown

Engines/boilers: XX Yes

No

Unknown

Auxiliary machinery: Yes

No

XX Unknown

Ballast: Yes

No

XX Unknown

Armament: Yes

XX No

Unknown

Anchors: Yes

No

XX Unknown

Cargo: XX Yes

No

Unknown

Other: Shaft and propeller

Is there associated material culture:

XX Yes

No

Source of information: Local divers

Approximate date of shipwreck, by century: 20th Century

Is the wreck threatened: XX Yes

No

Nature of threat(s) (dredging, salvage, etc.): treasure hunting, tidal action

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 3 of 4

AHRS #: JUN-221

CBJ #: G-44

Resource Name: PRINCESS KATHLEEN

Inventory:

Is this shipwreck inventoried elsewhere?

National Register:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
National Landmark:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
State Inventory:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Date:	Ref. #	<input type="checkbox"/>
Other:					

Vessel Identity:

Is vessel identity known? Yes No

Source of identification:

Archaeologist:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Oral Tradition:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Vessel Type:

Hull Design and Configuration:

Hull:	Length: 352'	Beam: 60'
	Depth of Hold:	Draft: 26'
	Gross Tonnage: 587.5T	Net Tonnage:
	Displacement:	Lateral Plane:
	Bottom Shape:	End Shape:
	Hull Materials: Steel	Deck Materials: Wood
	Hull Framing:	Deck Layout:

Propulsion:

Sail:	Rig:	Rig Shape:
	Number of Masts:	
Power:	Engine Type: Steam turbines	Fuel: oil
	Number of Engines: 4	Number of Propellers: 2
	Other (paddle, oar, bow thruster, etc.):	

Year of Construction: 1925

Place of Construction: Clydebank, Glasgow, Scotland

Builder: John Brown & Company, Ltd.

Date of Wreck: September 7, 1952

Use at time of loss: Passenger

Cargo: Baggage

City and Borough of Juneau Heritage Resources Survey

Maritime Resources: Shipwrecks

Survey Sheet 4 of 4

AHRS #: JUN-221

CBJ #: G-44

Resource Name: PRINCESS KATHLEEN

References and Documentation:

Measured drawings; location:

Models; location:

Sketches; location:

Manuscripts; location: Alaska State Historical Library

Reports; location: Alaska State Historical Library

Other: Local divers

Interviews: Yes No

Name of interviewee (informant): Jim Nelson, Dick Reynolds, Alfred Cook
Date:

Tape(s) and/or field notes on file: Yes No
Location: CBJ Community Development Department

Form Completed by:

Name: Gary Gillette

Title: Planner

Organization: CBJ Community Development Department

Address: Juneau, Alaska

Date: 31 July 1992

STATEMENT OF SIGNIFICANCE

The Value of Shipwrecks

The National Trust for Historic Preservation in collaboration with Partners for Livable Places have produced a manual on the management of underwater cultural resources. A part of that document includes an essay by James P. Delgado titled "The Value of Shipwrecks." Following are excerpts from that essay which present the case for preservation of shipwrecks and their associated sites.

" A hundred years ago, the word "shipwreck" described an event - usually a disaster that thrust itself on the public's consciousness. Nowadays, although ships still sink, the term "shipwreck" brings to mind the image of a vessel sitting in a watery grave. A shipwreck therefore can be said to represent either an event, or the tangible remains of that event."

"The United States particularly was a maritime nation, discovered by seafaring adventurers and colonized by successive waves of seaborne migration. The United States depended on ships as connecting links of transportation, trade, recreation and defense. As a result of the country's tremendous maritime activity through the centuries, thousands of ships wrecked, going ashore on beaches, foundering off the coast, sinking in lakes and rivers."

"Shipwrecks reflect the cultures that produced them, as well as the history of the areas where they sank. Equally important, they also form a national collection of shipwrecks that represent not only the maritime history but the entire culture of the United States. As a cultural expression, a ship is an enclosed entity wherein the characteristics and the aspirations of a culture are placed and then sent elsewhere-in search of trade, exploration, colonization or defense. When a vessel meets disaster, the event has a profound and shocking impact upon the culture that produced the ship. Therefore, a shipwreck evokes enormous cultural and societal interest."

"It is not the bare event of a shipwreck that fascinates society, but the connotations. The loss of a ship highlights the capricious nature of the sea and the fragility of human pride and endeavor. Shipwrecks fascinate observers because such intensely focused moments of disaster bring out the best and the worst in human behavior. Episodes of extreme bravery and cowardice are found in the tales of many shipwrecks. Hence, shipwrecks have captivated attention since ships were first built."

"The values that a shipwreck site may contain are cultural, historical, archaeological, anthropological and monetary values. In ascribing a heritage designation to a shipwreck, the emphasis is on the intermeshing of various values closely tuned to the needs of society, as opposed to a designation that reflects only a historical significance."

"Cultural values emphasize shipwrecks as sites that are linked with the fabric of our society. An example might be a vessel widely celebrated in the lore and legend of a country, or a shipwreck notable because the wreck event was imprinted in the national or local consciousness."

"By historic, we mean a vessel with a particularly significant history, that either participated in historical events or was associated with people of great significance in our history, or a vessel representing a specific, important type. These vessels make shipwrecks of historical value."

"Archaeological values come from applying a scientific approach to obtain specific information from a shipwreck. Shipwrecks make particularly important archaeological sites because they have been, until recent times, inaccessible and thence not commonly subjected to the forces threatening archaeological sites on land: continual salvage, vandalism or disturbance."

"Archaeological values are closely allied with anthropological ones. Because shipwrecks are generally well-preserved pristine sites, they allow archaeologists to make a leap from "first level" questions about particular historical events or ship's architecture to more fundamental questions of human behavior."

"Aesthetic - or romantic - values relate to the emotional power of shipwrecks. Symbolic as shipwrecks are, they have the power to evoke intense feeling and images. As ruins, they are an integral part of the human landscape, offering an opportunity to assess the past."

"Shipwrecks have tremendous recreational value. Sport diving is on the increase. One of the exciting aspects of diving is seeing a shipwreck unavailable to land-bound people. Diving offers the chance to penetrate a hostile, alien environment. There in an incongruous setting lie objects once part of the world of air and light. Some wreck divers take pictures to capture the unique setting. Other divers remove souvenirs."

"Ships occasionally sank with valuable cargoes. The original concept of monetary values of shipwrecks referred to the immediate salvage of machinery, fittings, engines or the recovery of cargoes. In the immediate aftermath of a wreck, any cargo may be valuable."

"Tourism is big money. In managing shipwrecks, consideration should be given to profiting from diver after diver seeking a unique experience, rather than making the financial return a "one shot" deal for the first few divers who strip the wreck and thus remove the incentive for other people to go and see it. Shipwrecks quickly harvested are opportunities lost that can never be regained."

"The values discussed may be found in all wrecks. Some wrecks reflect only one value, others have multiple values. Although a ship lying in shallow, turbid, dangerous waters may not have an aesthetic or recreational value, it still may be an archaeologically significant wreck. Some wrecks are extremely important for recreational reasons because they serve on otherwise barren coastlines as artificial reefs."

"Shipwrecks are unique. They are tangible traces of events that have enthralled people for centuries. They are the hopes, dreams, fears and beliefs of closed societies trapped in a fragment of time."

Evaluation Criteria

The significance of the shipwrecks and shipwreck sites within the project area were evaluated based on the criteria for determining whether the historic resources are eligible for the National Register of Historic Places. Historic properties can be determined to be eligible for listing on the National Register if significance can be established in American history, architecture, archaeology, and culture which is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

The Historic Register criteria is established to consider historic ships or shipwrecks of historic ships. The designation of historic for shipwreck sites and remains should be defined as being of historical and/or cultural significance. This implies that the ship may or may not be historic in of itself but the shipwreck event is historic due to its cultural implications.

Period of Significance

The period of significance for the shipwrecks span three time periods as defined by the Alaska Comprehensive Historic Preservation Plan. The CLARA NEVADA, the ISLANDER and the PRINCESS MAY shipwrecks occurred during the Early American Era (1867 - 1912). The PRINCESS SOPHIA shipwreck occurred during the Community Building Era (1912 - 1938). The PRINCESS KATHLEEN shipwreck occurred during the World War II Era (1938 - 1959).

Where From Here?

Once the significance of the shipwrecks have been established the next step is to determine the management approach to be taken to protect and preserve the shipwrecks and their associated sites. In the document "Historic Shipwrecks: Issues in Management" James P. Delgado discusses various approaches to management of the shipwreck resource. The following excerpts from that publication gives some food for thought on the direction the State might take in managing the shipwrecks in CBJ waters.

"Different approaches have been applied to managing shipwrecks. The approaches, or the ways society has dealt with shipwrecks, largely translate into a question of accessibility. In the past, vessels that wrecked on a beach or a coastline or in relatively shallow waters were the only vessels that could be effectively approached. Vessels that foundered in deeper

waters or lay buried beneath sediments were simply inaccessible. Now with new technologies that make locating, studying and visiting these vessels more commonplace the necessity for management is more evident."

"If we were to build a family tree or a developmental chart of shipwreck approaches, salvage would come first, followed by treasure hunting, and then followed closely by another, umbrella approach: preservation. In its various branches, preservation covers the areas of research, mitigation, cultural-resource management, and recreation."

"Salvage occurs in the more or less immediate aftermath of a shipwreck event. The goal of salvage is the quick recovery of soon-to-be-damaged or slightly damaged cargo or other commodities. Salvage is not an approach concerned with preserving the shipwreck but rather is purely a monetary concern."

"Salvage should not be confused with treasure hunting. The terms are interchangeably used in the United States, but correctly applied, "salvage" refers only to a contemporary activity that focuses on instant or near-instant recovery of a foundered vessel and its cargo. "Treasure hunting," on the other hand, is the recovery of valuable commodities from the past. Since treasure-hunting means the retrieval of artifacts for private gain, it contradicts every tenet of historic preservation. Through excavation that seeks only objects of commercial value, a great deal of scientific knowledge can be lost."

"Archaeological values blend with the actual discipline of maritime archaeology. Archaeology is the study of the human past through the physical remains of earlier cultures. Generally, anything altered by human activity becomes an artifact. Artifacts can be coins, a piece of jewelry, the remnants of a cook fire, an aqueduct, a city, or the remains of a wrecked shop. Artifacts studied individually and together offer insights into specific past activities, and hence past human behavior."

"The anthropological study of shipwrecks is particularly interesting because ships served as specialized aspects of the parent culture. Ships were the space capsules of the age of exploration, the primary means for expansion, trade and defense in earlier cultures. Because of their relative inaccessibility in oceans, rivers and lakes, and because of the extremely well-preserved nature of many shipwreck sites, shipwrecks are exciting repositories of information about shipboard life, as well as about the existing societies when they were built, launched, sailing and then wrecked."

"Mitigation is the second-best choice to actual preservation in place. By mitigation, we mean the recovery of meaningful archaeological, anthropological or historical information from sites already damaged or threatened by construction activity, dredging, looting, salvage or treasure hunting. It becomes the primary choice only when avoidance surveys must occur, or when a ship has little or no historic significance. The unfortunate aspect of mitigation is that sometimes extremely significant resources that would otherwise be afforded protection become subject to a lesser standard of preservation than warranted."

"The next major category of shipwreck approach is cultural resource management (CRM). While the major activity in this area occurs at the federal level (largely through the National Park Service) cultural resource management extends from the federal level to states, counties and local governments. A CRM approach includes two distinct areas.

- the assessment and identification of shipwrecks or other resources that should be afforded protection through park or sanctuary or preserve status.
- the assessment, identification and determination of potential impact as well as recreational opportunities of shipwrecks in established parks, preserves and sanctuaries."

"Assessing shipwrecks indicates their different values and therefore helps craft a management approach. Cultural-resource management considers more than the protection and preservation of resources. It also devises the best strategies to respect the various values to the public in order of priority. If a shipwreck, for example, has little historical or archaeological value but has considerable recreational value, that assessment predicates a different approach in its management than one would extend to an extremely fragile shipwreck with considerable archaeological or anthropological significance."

"The final approach to historic shipwrecks is recreation, which is closely allied with cultural-resource management. Society's curiosity about shipwrecks indicates that considerable recreational opportunities exist, and they apply to the non-diving as well as the diving public. A host of restored historic sites on land attest to the innate human need to interact with the past. Because of the unique "ghost-town" nature of shipwrecks, and the difficulties involved in reaching them for the diving public (involving a new technology and the thrill of conquering innerspace) managers need to develop a specific recreational approach to shipwrecks."

"The approaches to shipwreck management must meld strongly with the values inherent in shipwrecks. In the end, the public has a right to the whole story--to see, whether in real life or in photographs and videos, a wreck sitting on the bottom, the wheel canted over, the cargo spilling out of the hold and the porthole dogs tied where the crew set them before the vessel was hit by a killer storm that sent the ship to the bottom. It is all part and parcel of the drama and the imagery of the shipwreck sitting on the bottom."

HISTORIC PRESERVATION LAW

Federal Law

As the research for this project unveiled it became apparent that many people have great misconceptions of what laws exist which protect historic shipwrecks. Following is the complete text of the "Abandoned Shipwreck Act of 1987" which pertains specifically to the issue of protection for abandoned shipwrecks. In addition to this particular act there are also existing federal acts which apply to historic shipwrecks by virtue of their being historic which is usually defined as over fifty years old.

AN ACT

To establish the title of States in certain abandoned shipwrecks, and for other purposes.
Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled,

Section 1. Short Title

This Act may be cited as the "Abandoned Shipwreck Act of 1987."

Section 2. Findings

The Congress finds that--

- (a) States have the responsibility for management of a broad range of living and nonliving resources in State waters and submerged lands; and
- (b) Included in the range of resources are certain abandoned shipwrecks, which have been deserted and to which the owner has relinquished ownership rights with no retention.

Section 3. Definitions

For Purposes of this Act--

- (a) The term "embedded" means firmly affixed in the submerged lands or in coralline formations such that the use of tools of excavation is required in order to move the bottom sediments to gain access to the shipwreck, its cargo, and any part thereof;
- (b) The term "National Register" means the National Register of Historic Places maintained by the Secretary of the Interior under section 101 of the National Historic Preservation Act (16 U.S.C. 470a);
- (c) The terms "public lands," "Indian lands," and "Indian tribe" have the same meaning given the terms in the Archaeological Resource Protection Act of 1979 (16 U.S.C. 470aa-47011);
- (d) The term "shipwreck" means a vessel or wreck, its cargo, and other contents;
- (e) The term "State" means a State of the United States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Northern Mariana Islands; and

- (f) The term "submerged lands" means the lands--
- (1) That are "lands beneath navigable waters," as defined in section 2 of the Submerged Lands Act (43 U.S.C. 1301);
 - (2) Of Puerto Rico, as described in section 8 of the Act of March 2, 1917, as amended (48 U.S.C. 749);
 - (3) Of Guam, the Virgin Islands and American Samoa, as described in section 1 of Public Law 93-435 (48 U.S.C. 1705); and
 - (4) Of the Commonwealth of the Northern Mariana Islands as described in section 801 of Public Law 94-241 (48 U.S.C. 1681).

Section 4. Rights of Access

- (a) Access Rights, in order to--
- (1) Clarify that State waters and shipwrecks offer recreational and educational opportunities to sport divers and other interested groups, as well as irreplaceable State resources for tourism, biological sanctuaries, and historical research; and
 - (2) Provide that reasonable access by the public to such abandoned shipwrecks be permitted by the State holding title to such shipwrecks pursuant to section 6 of this Act, it is the declared policy of the Congress that States carry out their responsibilities under this Act to develop appropriate and consistent policies so as to--
 - (A) Protect natural resources and habitat areas;
 - (B) Guarantee recreational exploration of shipwreck sites; and
 - (C) Allow for appropriate public and private sector recovery of shipwrecks consistent with the protection of historical values and environmental integrity of the shipwrecks and the sites.
- (b) Parks and Protected Areas. In managing the resources subject to the provisions of this Act, States are encouraged to create underwater parks or areas to provide additional protection for such resources. Funds available to States from grants from the Historic Preservation Fund shall be available, in accordance with the provisions of title I of the National Historic Preservation Act, for the study, interpretation, protection, and preservation of historic shipwrecks and properties.

Section 5. Preparation of Guidelines

- (a) In order to encourage the development of underwater parks and the administrative cooperation necessary for the comprehensive management of underwater resources related to historic shipwrecks, the Secretary of the Interior, acting through the Director of the National Park Service, shall within nine months after the date of enactment of this Act prepare and publish guidelines in the Federal Register which shall see to:
- (1) Maximize the enhancement of cultural resources;
 - (2) Foster a partnership among sport divers, fishermen, archaeologists, salvors, and other interests to manage shipwreck resources of the States and the United States;
 - (3) Facilitate access and utilization by recreational interests;
 - (4) Recognize the interests of individuals and groups engaged in shipwreck discovery and salvage.
- (b) Such guidelines shall be developed after consultation with appropriate public and private sector interests (including the Secretary of Commerce, the Advisory Council on Historic Preservation, sport divers, State Historic Preservation Officers, professional dive operators, salvors, archaeologists, historic preservationists, and fishermen).

(c) Such guidelines shall be available to assist States and the appropriate Federal agencies in developing legislation and regulations to carry out their responsibilities under this Act.

Section 6. Rights of Ownership

(a) **United States Title.** The United States asserts title to any abandoned shipwreck that is--

(1) Embedded in submerged lands of a State;

(2) Embedded in coralline formations protected by a State on submerged lands of a State;
or

(3) On submerged lands of a State and is included in or determined eligible for inclusion in the National Register.

(b) The public shall be given adequate notice of the location of any shipwreck to which title is asserted under this section. The Secretary of the Interior, after consultation with the appropriate State Historic Preservation Officer, shall make a written determination that an abandoned shipwreck meets the criteria for eligibility for inclusion in the National Register of Historic Places under clause (a)(3).

(c) **Transfer of Title to States.** The title of the United States to any abandoned shipwreck asserted under subsection (a) of this section is transferred to the State in or on whose submerged lands the shipwreck is located.

(d) **Exception.** Any abandoned shipwreck in or on the public lands of the United States is the property of the United States Government. Any abandoned shipwreck in or on any Indian lands is the property of the Indian tribe owning such lands.

(e) **Reservation of Rights.** This section does not affect any right reserved by the United States or by any State (including any right reserved with respect to Indian lands) under--

(1) Section 3, 5, or 6 of the Submerged Lands Act (43 U.S.C. 1311, 1313, and 1314);
or

(2) Section 19 or 20 of the Act of March 3, 1899 (33 U.S.C. 414 and 415).

Section 7. Relationship to Other Laws

(a) **Law of Salvage and the Law of Finds.** The law of salvage and the law of finds shall not apply to abandoned shipwrecks to which section 6 of this Act applies.

(b) **Laws of the United States.** This Act shall not change the laws of the United States relating to shipwrecks, other than those to which this Act applies.

(c) **Effective Date.** This Act shall not affect any legal proceeding brought prior to the date of enactment of this Act.

Approved April 28, 1988

State Law

Historic shipwrecks and sites associated with them are protected under the Alaska Historic Preservation Act (Alaska Statute 41.35). All cultural resources on state owned or controlled land, including tideland and submerged land, is covered by the AS 41.35. The Department of Natural Resources, under the authority of AS 41.35 manages the state's historic resources. Title to such resources is reserved to the state pursuant to AS 41.35.020. State title and management of historic shipwrecks is provided for by the Abandoned Shipwreck Act of 1987 (Public Law 100-298) and AS 42.35. As the historic resources management agency for the state, the

Department of Natural Resources has permitting responsibilities under AS 41.35.090 for any "investigation, excavation, gathering or removal from the natural state, of any historic, prehistoric or archaeological resources of the state." Minimum requirements for obtaining such a permit is defined by the Alaska Administrative Code, Chapter 16 (11 AAC 16.040). The Department of Natural Resources has the discretion to issue such a permit only if it is "issued only to persons or organizations qualified to make the investigations, excavations, gatherings or removals and only if the results of these authorized activities will be made available to the general public through institutions and museums interested in disseminating knowledge on the subjects involved" (AS 42.35.080). The Office of History and Archaeology maintains the Alaska Heritage Resources Survey (AHRS) that is an inventory of all reported historic and prehistoric sites from destruction. Access to site location information contained in the AHRS is closed to the general public (as required by PL 96-95; AS 9.25.120, exception 4; Policy and Procedure No. 50200). Authorized users are representatives of federal, state, or local governments on official business; researchers engaged in legitimate scientific research; individuals or representatives of organizations conducting cultural resource surveys aimed at protection of such information or sites; or such individuals determined by the Chief of the Office of History and Archaeology as having a legitimate need for access. For further information, contact the State of Alaska, Office of History and Archaeology, DNR, Division of Parks and Outdoor Recreation, P.O. Box 107001, Anchorage, Alaska 99510-7001 or call (907) 762-2622.

City and Borough of Juneau Law

The City and Borough of Juneau has no ownership claims to the shipwrecks or the associated sites. The CBJ does have an adopted policy to identify and protect historic and archaeological resources and supports the preservation laws of the state and federal government. If activities are discovered which violate the state or federal historic preservation laws the CBJ will make efforts to report the violations to the State Historic Preservation Officer and assist in the investigation and prosecution of violators. For further information contact the City and Borough of Juneau, Community Development Department, 155 South Seward Street, Juneau, Alaska 99801 or call (907) 586-5235.

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