



Announcing Historic Documents Collections now available for research

The Historic Document Department at San Francisco Maritime is pleased to announce that the following collections are now available for research.

HDC 1295 Pacific Queen scrapbooks, 1858-1966 (bulk 1933-1955)

SAFR 21354.

7 folders, containing 2 disassembled scrapbooks.

These two scrapbooks, compiled by Rose Kissinger, document more than 20 years of history of one of the San Francisco Maritime National Historic Park's historic ship BALCLUTHA. The BALCLUTHA is one of the last surviving steel-hulled, square-rigged sailing ships from the 19th Century. The scrapbooks provide a detailed record of the years 1933-1954, when Rose and her husband, Frank, owned, lived on and exhibited the ship, which they had named the PACIFIC QUEEN.

HDC 1296 Bureau of Navigation BALCLUTHA records, 1901-1906, 1986 January 23

SAFR 21355

2 folders and 1 roll of microfilm.

The Bureau of Navigation BALCLUTHA records cover the years 1901-1906, documenting the beginning of the Alaska Packers Association's relationship with the ship. The collection consists of two folders and one roll of microfilm. Both folders contain Bureau of Navigation correspondence regarding the BALCLUTHA. Original records are at the National Archives.

HDC 1298 MUNARGO trim and stability booklet, 1939, 1941, bulk 1939

SAFR 21357

1 Folder, 1 Item

The collection consists of a trim and stability booklet for the freighter S.S. MUNARGO. It was produced by the Munargo Line Company in New York in November 1939 and includes general stability notes, as well as trim and stability diagrams. The diagrams are diazo, with crayon overlay, and show the vessel in profile. The MUNARGO was built in 1921, in Camden, New Jersey, by the New York Shipbuilding Corporation. For the first few years of U.S. intervention in World War II, the MUNARGO was used as a troop transport ship. Later, the ship was converted into a U.S. Army Hospital Ship called THISTLE. In January 1944, the 206th Hospital Ship Complement, based at Camp Stoneman, California was assigned to the THISTLE. During 1944, the ship evacuated patients from Italy and North Africa and during the invasion of southern France. In October 1947 the ship was taken out of service, and was scrapped in 1958.

HDC 1299 C-2 shipfitter's prints, 1943 June-July

SAFR 21358

1 Folder, 1 Item: 24 pages.

Booklet of 24 C-2 (freighter) shipfitter's prints; blueprints that include the hulls in profile; shell expansion; deck plating; girders, beams and hatch assemblies; aft gun platforms; bulkheads, shaft and pipe tunnels and water and settling tanks; engine and boiler room casings; and cross sections of various decks.), C2 freighters were all-purpose cargo ships designed by the U.S. Maritime Commission in 1937-1938 and nearly 200 were built between 1940 and 1945.

HDC 1300 GEORGE W. ELDER passenger accommodations blueprint, 1890 April 30

SAFR 21359

1 Folder, 1 Item, 1 page

Blueprint showing the passenger accommodations for the steamship S.S. GEORGE W. ELDER, dated April 30, 1890 and depicts the main deck. S.S. GEORGE W. ELDER was built by Roach & Sons in Chester, Pennsylvania for the Oregon S.S. Co. in 1874. The ship was once chartered by the Pacific Mail S.S. Co. H. Harriman refitted for his 1899 U.S. The document predates the ship's most famous voyage, the Harriman Alaska Expedition of 1899.

HDC 1301 C1-B Cargo Vessels M.C. Hull plans, 1940

SAFR 21360

1 Folder, 2 Items

Two diazo diagrams for C1-B cargo vessels, Marine Commission Hull numbers 75, 76, 77, 78 and 156, 157, 158 and 159. Hull 156 was the AGWIMONTE; Hull 157 was the AGWIPRINCE; Hull 158 was the ALCOA PENNANT; and Hull 159 was the ALCOA POLARIS. C1-type ships were used in World War II and in the Korean and Vietnam wars.

HDC 1302 RUTH ALEXANDER anchor chain blueprint, 1924 May

SAFR CAT# 21361

1 Folder, 1 Items (1 page)

Blueprint of the shackle and link for an anchor chain for the passenger liner, RUTH ALEXANDER. The blueprint was drawn by J.E. in May 1924 for the Moore Shipbuilding Co. in Oakland, California., during the time that she was part of the Pacific Steamship Company's Admiral Line. RUTH ALEXANDER carried passengers along the West Coast of North America between 1923 and 1938. The ship was built in 1913, in Stettin, Germany by A.G. Vulcan. During World War I the ship was seized by Peruvian authorities, and in 1919, was chartered by the US Navy for use as troop transport (as U.S.S. CALLAO). CALLAO was decommissioned in September 1919. In 1923, Admiral Line owner H.F. Alexander rechristened the ship, RUTH ALEXANDER. The ship was commissioned by the United States Maritime Commission (USMC) in 1938, and was sunk by Japanese torpedo bombers in December 1941.

HDC 1303 DIABLO pamphlet, Circa 1918

SAFR 21362

1 Folder, 1 Items (3 pages)

Brochure for the S.S. DIABLO, a 416 foot, six inch freighter built by Pacific Coast Shipbuilding Co., San Francisco, California. The ship was built for the U.S. Shipping Board before World War II. The pamphlet is diazo and includes profile, top and side views of the ship. It also includes tables that note particulars; shipbuilders capacities; water ballast; oil tanks; coal; fresh water; and deadweight scale. Pacific Coast Shipbuilding was organized in 1918 to build cargo ships for the U.S. Shipping Board. S.S. DIABLO was Hull #1, delivered on May 19, [1918].

HDC 1304 United States Navy whaleboat sale plan, 1914 May 20

SAFR 21363

1 Folder, 1 Item (1 page)

24-foot whaleboat sail plan (Standard Plan No. 221, Sheet 4). The blueprint was produced May 20, 1914 by the U.S. Navy Department, Bureau of Construction and Repair in Washington, D.C. It was retraced by Helen B. Stone at the Puget Sound Navy Yard, and the name "Theodore G. Howe" is written in the corner. The blueprint shows the vessel in profile and has general notes, alterations, schedule of material and lists other plans of this set. A whaleboat is a long, narrow, flat-floored open boat, sharp at both ends, used on warships and merchant vessels, also called a whaler. Its length ranges between 20 and 40 feet. In the United States Navy, whaleboats fitted with engines are used as lifeboats.

HDC 1305 United States Navy drawings and specifications for fittings, Circa 1945

SAFR 21364

1 Folder, 124 Items bound

124 diazo diagrams of, and specifications for, various ship and boat fittings. Fittings detailed include door handles, fair leads, bitt and chock, iron hand wheels, locks, hinges, standard keyways, boat davit sockets, ventilator hoods and lifting pads for guns. Some detailed diagrams are of fittings for a variety of specific ships and boats. These include the U.S.S. MISSOURI, U.S.S. ILLINOIS, U.S.S. ARKANSAS, S.S. MONGOLIA, S.S. KERSHAW & S.S. NANTUCKET, S.S. MASSACHUSETTS, the battleship KANSAS and U.S.T.D.B. STRINGHAM. Some diazotypes show standard fittings used on United States Navy ships, U.S. dredgers, New York Shipbuilding Corporation vessels, New York fire tugs, or for ships made by the H. & H. Company, the M.S. Company (Merrit-Chapman & Scott Corp.) and the N. & L. Company.

HDC 1306 AP2 and AP3 plans, engineering specifications and outfitting drawings, Circa 1944

SAFR 21365

1 Folder, 27 Items.

27 notebook pages of plans, engineering specifications and outfitting drawings for AP2 and AP3 cargo ships, or Victory ships. A note in the collection indicates that the notebook belonged to John Alexander Duncan, Assistant Superintendent of Outfitting, and that these ships were built at Kaiser Shipyard #2 in Richmond. John Alexander Duncan was a marine engineer from Scotland, who was the Assistant Superintendent of Outfitting at Kaiser Shipyard #2 in Richmond, California.

HDC 1307 DAVENPORT specifications and inspections, 1912, 1943.

SAFR 21366

1 folder, 4 items

Specifications and inspection materials for the steam schooner DAVENPORT from the years 1912, when it was built, and 1943, when it was traveling from Puget Sound to San Diego. The items in the folder are: Specifications of the hull for steam schooner, undated; Boiler inspector's report for the steamer DAVENPORT, 1912 October 30; Certificate of inspection for the DAVENPORT, 1943 May 1.

HDC 1308 VC2-S-AP3 Cargo Ship reference plans, 1907-1976, bulk 1943-1944

SAFR 21367

9 oversize boxes, (approximately 3 LF)

The bulk of this collection consists of blueprints and diazotypes of Reference Plans for VC2-S-AP3 Cargo Victory, Ships used during World War II. There are a number of other record types in this collection. They include charts, tables, diagrams, booklets of general plans, news clippings, notes, correspondence, periodicals, pamphlets and assembly instructions.

Boxes 1-7 do not have box lists. These boxes include Reference Plans that show arrangement and details of, as well as Bills of Materials for, various parts and fittings of these cargo ships. There are also lists, diagrams, plans, tables and notes. Boxes 8 and 9 have container lists. Box 8 includes blueprints and miscellaneous materials from Victory ships and other USMC vessels. Box 9 includes some blueprints related to USMC vessels but also has an assortment of miscellaneous documents related to maritime history. A Container List for boxes 8 and 9 is available.

Victory ships were produced in large numbers during World War II. AP3-type Victory ships had 8,000 horsepower engines. North American shipyards built 141 of this type ship during the war. Most, but not all of the reference plans are for AP3-type Victory ships more generally. Most of the ships documented in this collection were built for the United States Maritime Commission (USMC) by the California Shipbuilding Corporation. George G. Sharp of New York was the Design Agent. Other creators include Westinghouse Electric; Pelham Electrical Manufacturing

Corp.; and the Paragon Electric Company; Bethlehem Pacific Coast Steel Corporation, Shipbuilding Division, San Pedro Yard, Terminal Island, California; Foster Design Agency , Long Beach Naval Shipyard, California; Norfolk Naval Shipyard; United States Coastguard; and the United States Navy

HDC 1309 **KAIULANI plans, design history and specifications, 1899-1910, 1971-1974**
SAFR 21368

approximately 1 box (.7 LF)

This collection consists of plans, blueprints, diazotypes, specifications and reports related to the KAIULANI, the last American-built square rigger. Naval Architect Charles Wittholz donated these materials to the San Francisco Maritime National Historical Park specifically to help with the construction of a half-size model of KAIULANI. Altogether, there are 36 plans (3 blueprints and 33 diazos). Several of the drawings list the vessel's name as STAR OF FINLAND. Sheets 2-12 are original drawings of KAIULANI for the Sewall Shipyard, made by J.A. Hargan in 1899 . There are some duplicate copies of , with notes on them from the 1970s. The collection includes 3 reconstruction drawings done by Andy Neddall, for restoration of the KAIULANI, circa 1964. There are also 5 diazo plans drawn up by Wittholz for the Bark KAIULANI Restoration for the National Maritime Historical Society. The collection includes 9 diazo drawings of the American Bark KAIULANI, 1899. Wittholz reproduced these from the original plans for the Smithsonian Institution in 1973 and 1974. Finally, the collection includes "The History of KAIULANI Plans and her Design Characteristics," written by Wittholz circa 1975. KAIULANI was built in 1899 in Bath, Maine for service between San Francisco and Hawaii. The 250-foot, three-mast steel bark was the last American-built square rigger. The KAIULANI was also the last American square rigger in regular commercial service. In 1942 KAIULANI was converted into a barge to support U.S. forces in the Pacific. In 1963, a group of maritime enthusiasts formed the National Maritime Historical Society with the goal of restoring the KAIULANI and in October 1964, Philippine President Diosdado Macapagal donated KAIULANI to the U.S. Efforts to raise funds to restore the ship failed, and the ship was broken up in 1974.