AMERICAN WOODEN SHIPBUILDING IN WORLD WAR ONE.

SHIPSLIST 224

by N.L. McKellar, BNRA Tamworth (NSW).

When to bring the American Merchant Marine up to what was considered an appropriate level, existing steel yards were fully committed,attention was naturally given to the possibility of using the capacity of those yards which could build wooden ships. Three factors influenced this decision - the availability of labour on the North Atlantic Coast, the unlimited wood resources of the South Atlantic, Gulf, and North Pacific Coasts, and the shipbuilding tradition of Maine. It is said that the latter weighed very heavily with the U.S. President of the day, whose love for the wooden ships of this area was well known.

In considering the types of ships to be built, as well as the yards to which contracts should be allocated, attention was naturally paid to existing plans of old-established yards. The first design approved by the Emergency Fleet Corporation was known as the HOUGH type, based on two vessels, C.A.SMITH and JOHANNA SMITH, built by Kruse and Banks for the C.A.Smith Lumber Co., to replace two steel hulls requisitioned by the E.F.C. (Incidentally, this yard completed the first wooden ship for the E.F.C. - the NORTH BEND, in 1918.) The plans were altered somewhat by the E.F.C. and following discussions on the suitability of the type, Theodore Ferris, a well known naval architect, was commissioned to design what ultimately became the main type, known as the FERRIS type.

As the programme developed, it became necessary to authorise shipyards to build vessels of a type for which they were particularly suited. Thus by the end of the programme, some 12 or 13 types were authorised, apart from the barge types which were later included.

The programme ran into many difficulties. The first was that there were a number of yards which could provide adequate timber for hulls, but had no contacts with suppliers of machinery. In fact, this difficulty was the rock on which the programme ultimately foundered. After initial delays, it was found, as a complication, that yards would have, for example, a surplus of timber sizes for beams, keelsons and so on, and no timber suitable for planking. In the early stages, availability of timber influenced the allocation of contracts.

By January 1918, the E.F.C. had been able to arrange 65 contracts for complete ships, and 298 contracts for hulls for which the E.F.C. undertook to find the engines. (Perhaps the foregoing woul have been clearer had I written 'contracts for 65 complete ships and for 298 hulls.') The provision of engines proved a greater difficulty than was anticipated and in the long run, a number of hulls originally intended to be engined were completed as barges, either for the E.F.C. or for private owners who purchased the unfinished hulls from the E.F.C. In the meantime, however, the position had been made even more difficult by the allocation of still further contracts so that at the time of its maximum optimism, the E.F.C. planned to get in the vicinity of a thousand ships under this programme. (See below under 'STATISTICS' for some note on the difficulty of ascertaining exact figures.)

When the Armistice was signed, it had already become apparent that the wooden ships would not play the important part which had been envisaged for them in earlier planning. There followed much re-negotiation of contracts, and widespread cancellations. The extent of such cancellations will become apparent as the output of each yard is considered.

As steel ships became available in the immediate post-war period, the wooden ships were gradually placed in lay-up sites and the E.F.C. commenced its efforts to dispose of them. A number were sold to American owners and continued to ply under the U.S. flag for varying periods. However, in September 1922 a bulk deal was made with G.D.Perry, of San Francisco, for the sale of 226 ships to the Western Marine & Salvage Co., for scrap, with the option of using a limited number in the coastal trades for short term contracts. (The abbreviation WM&S for Western Marine & Salvage Co, is very frequently used in the listing which follows.) Of the 226 ships in this deal, 211 were laid up at Claremont, Va., 13 at Orange, Texas, and 2 at

Beaumont, Texas. Most of them were scrapped in 1923, but some were not dealt with until 1924/5 and a few lasted even longer. Where the year of scrapping is definitely known, it is shown in the listing.

With the exception of some which lasted as barges, and a few under foreign flags, all the wood and composite ships were gone by the beginning of World War II.

Other bulk deals of interest which were made by the E.F.C. included the sale of 28 barges to the Southern Transportation Co. in 2/1920, 25 completed ships to Brooks S.S. in 1/1920(though they were repossessed in 6/1920 when the company defaulted on its mortgage payments), and 75 incomplete hulls to R.J.McGahie of San Francisco in 3/1922. A deal with the Ship Construction and Trading Co. in 8/1921 for the sale of 201 ships at $2100 each fell through, but is interesting as an indication of the then current market value of these ships.

It is to be noted that many of the vessels sold for scrap were not broken up in the usual way. After being stripped of engines and moveable items, together with valuable metals, the hulls were burnt for the recovery of remaining metals at low tide. Even this became unprofitable in the end, and a great many were merely abandoned on mud flats in various harbours, or in backwaters of navigable rivers. The 'shabby sisterhood of the sea' gained an enormous number of members at this period. John Lyman of Washington has told me of an extreme case of this nature - a vessel which wound up on the banks of the Potomac River and was finally destroyed by fire in 1949.

STATISTICS. In dealing with the various Governmental building programmes of the First War, I have tried to make the starting point the actual statistics of ships built. Unfortunately I have been able to get reliable statistics in only a very few instances. The U.S. wooden ship programme is a good example of the difficulties encountered. One would like to start off by saying that 'such and such a number of ships was built', and then go on to account for all the vessels in the total. The impossibility of doing this is apparent when one consults what might be termed 'sources'. One would expect that the figures issued by the Emergency Fleet Corporation would be accurate, yet even the famous report by Charles Piez contradicts itself in many ways. This report was issued as at 30th April 1919. In it, we find, at page 49, a list of the total contracts, the figure being quoted as 917. A table on pages 119-121 of the same report gives a detailed breakdown of these figures, but puts the total at 993. Again, page 49 shows cancellations at the figure of 260, while the table on pages 119-121 says it is 362. As against the totals of 917 and 993 mentioned, the report of the U.S.Shipping Board, which was the parent body of the E.F.C., quotes, in its 1921/22 issue a total figure (wood, composite, barges and tugs) of 1057.

In the light of the foregoing, I have used as a basis the detailed figures shown on pages 119-121 of the Piez Report, and have amended the figures where it has been definitely ascertained that the output of any yard differed from the contract figures.

In a few cases, it will be seen that I express doubt as to whether a vessel was or was not actually completed. This is because =I have been unable to get evidence of documentation. In some cases, more especially in those yards which contracted to build hulls only (without engines), it often happened that the hull was completed and laid aside. Many such hulls were taken up by McGahie as described above. On the other hand, I have come across several instances in which a vessel was documented without having been completed, and a few cases where names were changed between completion and documentation.

Anyone who can show definitely that there should be any re-assessment of my conclusions in this matter is cordially invited to get in touch with me.

SCOPE OF THE LIST. The list which follows attempts to reconcile the output of each yard with the contracts undertaken, and to show the actual output of each yard. Where a vessel has been completed other than as a fully powered steamship (or motorship), no attempt has been made to trace her subsequent history. Members interested in sailing vessels can undoubtedly contribute much in this manner - I'm a steamship man myself, and schooners and barquantines are not in

my territory. Where a vessel was completed as a barge, I have merely noted the fact, again because barges are outside my sphere. Where a vessel has been renamed before completion, I have recorded the fact where known. Vessels built under the barge contracts have been included for two reasons. The first is that is is important to distinguish between those vessels DESIGNED as barges, and those vessels which were designed as steamships and merely completed as barges. The second reason is that, no doubt due to wartime pressures, and the immediate post-war confusion, Lloyds Registers in the period 1919-1922 contain many misleading items. A vessel may be described as a steamer in one Register, as a barge in the next, and may be omitted entirely from the next issue without any reason being given. As with the sailing ships, I have made no attempt to follow through the histories of the barges, either those designed as such or those which were finished as such. It is usually accepted that these barges were 'non-sea-going'.

I have included Official Numbers where known, because there are some quaint habits of duplication of names in the U.S. programme. Where anyone can let me have official numbers I lack, I would be glad to hear. For my own purposes, I have recorded the engine suppliers for the steamships, but if anyone has access to American Bureau 'RECORD' s for this period, I would very much like some help in finding many missing engine details.

This list is not in the standard BNRS form because it is an attempt to cover the whole of one section of a nation's war effort. The ships included very rarely require an 'outline career' as is usual in BNRA lists.

Finally, may I say that I realise that this list is not 100% complete, but I think it is the first time anyone has tried to get all these vessels into order for publication. It would never have progressed so far had it not been for the help of a few fellow-workers. Among these I would like to mention John Lyman, of Washington D.C., whose searches in official archives have been long and frustrating, though invaluable; Span Ashdown, of New Orleans, who has put his own records at my disposal and who has sent me countless photostats of documents not available outside the U.S.A.; Vic West, of North Bend, Ore, whose local knowledge of Pacific Coast matters has helped greatly, and last but by no means least, Fred Bland, the stalwart in charge of the World Ship Society's Central Record, who can be relied on to fill the gaps and on whom I have leaned heavily.

May I appeal to any member who can improve this list in any way to get in touch with me so that by our joint efforts we can really make it complete for all time.

Now to get onto the listing of the outputs of the yards.

ALABAMA- NEW ORLEANS TPN CO - see NATIONAL S.B.Co, VIOLET, La.

ALABAMA D.D.Co., MOBILE, Ala. Two ways for E.F.C. building. Contract No. 47 for 2 Ferris hulls, Nos. 332-333 in EFC sequence. No cancellations.

216887 BANAGO, compl. 1918, and 217979 ALTA, compl. 1919. Both sold to WM&S for scrap 9/1922, BU 1924/5

ALLEN S.B.CO., SEATTLE, Wash. Two ways for E.F.C. building. Contract No. 193 for two hulls ONLY, numbers 1228/9, and contract No. 430 for two hulls only, numbers 2188/9. One of latter contract cancelled.

217951 BOSWORTH, compl. 1919. To WM&S for scrap 9/1922, BU 1924/5.

ALLENHURST and AHMIK - completed as barges, not documented.

AMERICAN LUMBER CO., MILLVILLE, Fla. 4 ways for E.F.C. Contract for 8 barges, of which 7 cancelled.

218755 MILLVILLE - barge.

AMERICAN S.B.CO., BRUNSWICK, Ga. 6 ways for E.F.C. Contract 10 Ferris hulls without engines. 5 cancelled.
217227 ALABAT - compl.1918. To WM&S 9/1922, BU 1923
217330 CASMALIA - compl 1918. To WM&S 9/1922, BU 1925
218834 TENAS completed as barge 1919.
ALCOVY and BRIDGEWATER were completed as hulls, not engined, and never documented.
Cancelled hulls included BRIELLE, BRINNON & BRINKHAVEN.

BARBARE BROS., TACOMA, Wash. 2 ways for E.F.C. Contract 5 Ferris hulls without engines. 1 cancelled.
216763 MAHASKA compl. 1918. To WM&S 9/1922, BU 1924
217233 BOTTINEAU - compl.1918. To WM&S 9/1922, BU 1925
? BOUGHTON - compl. as barge
- IMUKFA - abandoned on stocks.

BEAUMONT S.B.Co., BEAUMONT, Tex. 4 ways for E.F.C. Contract 12 Ferris hulls complete (7 cancelled.) Contract 411B for 2 barges, EFC hulls 2127 and 2128.
217000 SWAMPSCOTT - compl.1918. To WM&S 9/1922, BU 1925
217447 QUEMAKONING - compl.1918, B.U. 1924
216765 ONECO - compl.1918. To J.H.Steel & Co., Port Arthur,1920 but repossessed by EFC. (b) GIBEL ZALEZ - M.H. Bland & Co., GIBRALTAR, 4/1920. O/N 138924. B.U. at Gibraltar 3/1924.
218064 ANGELINA - compl. 1919. To WM&S 9/1922 - BU 1925
? AWASH - believed completed as barge & not documented.
- AWOUSEE - cancelled. Apparently no other names had been allotted to hulls later cancelled.

BARGES: =SHELLBANK, SHELBY. Official numbers unknown.

BENICIA S.B.Corp., BENICIA, Cal. 2 ways for E.F.C. Contract 5 Ferris hulls without engines. Two cancelled.
218061 KIMTA - compl. 1919. To WM&S 9/1922 - BU.
220274 KOOSAWIN - compl. 1920 as barquentine MONITOR. Later converted to fish reduction plant.
? CERRITO - compl as barge - apparently not documented.

CHANDLER (R.J.) & Co., WILMINGTON, Calif.4 ways for E.F.C. Contract 2 =Ferris hulls with engines, 4 Ferris hulls without engines. No cancellations.
216072 BELLOTA - compl. 1918, BU 1924
217077 BLYTHEDALE - compl.1918. To WM&S 9/1922, BU 1924/5.
217479 BUCKHORN - compl. 1919. To WM&S 9/1922, BU 1924/5
217873 REDLANDS - compl. 1919. To WM&S 9/1922, BU 1924
220128 NAKONI - compl. 1919 as barquentine KATHERINE MACKALL
? MASSASOIT - compl. as barge.

COAST S.B.Co., PORTLAND, Ore. 4 ways for E.F.C. Contract 8 Ferris hulls without engines and 4 Ferris hulls with engines. Latter 4 covered by Contract No. 8, EFC hulls 59-62.
216886 BARABOS - compl 1918. BU 1924
217025 BARRINGTON - compl. 1918. BU 1924
217262 CABEZA - compl. 1918. To WM&S 9/1922, BU 1925
217364 CABURA - compl. 1918. To WM&S 9/1922, BU 1924/5
217795 BOXBUTTE - compl. 1919. Sold for scrap 2/1922 but finally abandoned on mud at Baltimore.
217796 BOYKIN - compl. 1919. To WM&S 9/1922, BU 1924/5
217798 ASPENHILL - compl. 1918. To WM&S 9/1922, BU 1924/5.
219687 BOYNTON - compl. as barge.

COASTWISE S.B.Co., LOCUST POINT, Md. 5 ways for E.F.C. Contract 5 barges - 2 cancelled.
BARGES:
219152 CATONSVILLE
218751 SHERWOOD
219485 CARROLL.

COBB, F. & Co., ROCKLAND, Me. 2 ways for E.F.C. Contract 2 barges, 1 cancelled.
BARGE: 219059 WHITEHEAD.

CONTINENTAL S.B.Co., YONKERS, N.Y. 3 ways for EFC. Contract No.384 for 1 hull of own design (Type 1084 - see notes at end), EFC hull number 2049.
219545 HASTNAI - compl. as barge.

COOS BAY S.B.Co., MARSHFIELD, Ore. 4 ways for E.F.C. Contract No. 72 for 4 Hough hulls, EFC numbers 451/454 , without engines, and 6 Ferris hulls without engines. No cancellations.
HOUGH TYPE.
216801 COOS BAY - compl.1918. Foundered 10/9/1918 in 22.7N,110.45W
217021 BALLIETT - compl.1918. Sold F.D.Underwood 10/1921 but repossessed. To WM&S 9/1922.
217354 MARSHFIELD - compl. 1918. To WM&S 9/1922.
MESA - compl. as barge, apparently not documented.

FERRISTYPE.
218546 BURNSIDE - compl. 1919. Abandoned on fire 18/10/1920 off Lands End, bound Philadelphia - Rouen. Towed in to a British port (? Falmouth) and BU 3/1921.
SELANGYA and SAMOSET - both completed as barges, and may not have been documented.
BURNWOOD, PAMUNKEY & PESHEWAH were launched but never completed.

CROOK (H.E.) & Co., BALTIMORE, Md. 3 ways for E.F.C. Contract 3 barges, less one cancelled.
BARGE:
219412 DRUID HILL.
Name of other barge still sought.

CROSBY NAV. CO., RICHMOND, Me. 2 ways for E.F.C. Contract 2 barges - no cancellations.
BARGES:
219172 HALLOWELL
218901 RICHMOND.

CUMBERLAND S.B.Co., SOUTH PORTLAND, Me. 4 ways for E.F.C. Contract 9 Ferris hulls with engines, less 2 cancelled. Contract 4 barges, all cancelled.
217080 CUMBERLAND - compl. 1918. To WM&S 9/1922, BU 1924.
217081 FALMOUTH - compl. 1918. do do 1924
217178 BELGRADE - compl. 1918 do do 1923
217195 LEWISTON - compl. 1918 do do 1924/5
221657 CAROLINE compl. as barge.
? WACOLUM) both believed sold incomplete for conversion
? ORHUM) to barges. Further details welcomed.
CANCELLED HULLS.
DELMARIE - compl. as barge NORTHERN No. 41, O/N 221160
ALCESTER - compl. as barge FREDERICK, O/N 221593

DANTZLER S.B.Co., MOSS POINT, Miss. 4 ways for E.F.C. Contract 6 Ferris hulls without engines. 2 cancelled.
217527 BOONE - compl. 1918. To WM&S 9/1922, BU 1924
217565 MOSS POINT - compl. 1918. To WM&S 9/1922 - BU about 1934
220835 ABERFOIL - compl as barge (ABERFOIL)
? ESCATAWPA - compl. as barge - apparently not documented.

CANCELLED: AMADAR, ASHTON.

DIERKS BLODGETT S.B.Co., PASCAGOULA, Miss. 4 ways for E.F.C. Contract 6 Daugherty type, later replaced by 6 Ferris type, complete with engines. One cancelled.

216991 PASCAGOULA - compl. 1918. To WM&S 9/1922
217062 BELAIR - compl. 1918 do - BU 1925
217279 CAWKER - compl. 1918. Sold for scrap 2/1922, BU 1925
217468 BERELA - compl. 1918 do do BU 1922
217865 PANGA - compl. 1918. To WM&S 9/1922, BU 1924

CANCELLED - ABILENE.

FAHEY, J.H. - see ST. JOHN'S RIVER S.B.Co.

FEENEY & BREMNER S.B.Co., TILLAMOOK, Ore. 2 ways for E.F.C. Contract 2 Ferris hulls without engines. One cancelled.
BEDLOE - launched but never completed or documented.

FOUNDATION Co., NEWARK N.J. 5 ways for E.F.C. Contract No. 14 for 10 Ferris hulls, numbers 115-124, without engines, and contract for 5 barges, all cancelled.
216221 ACCOMA - compl. 1918. Foundered 11/2/1919 in 36.8 N, 62.34 W.
216679 COYOTE - compl. 1918. Sold to French American SS Corp., New York 1920. Provisionally transferred to French Flag 5/1922 under ownership United Transit Co. Beached Badly damaged after stranding New Bedford 2/1923. Not refloated.
216836 COWETA - compl. 1918. Sold 4/1922 for scrap but 'abandoned'
216888 CONGAREE - compl. 1918. To WM&S 9/1922, BU 1924/5
216889 ALANTHUS - compl. 1918. do do BU 1922
216980 BOLOGAN - compl. 1918. do do BU 1924
217156 BUGAYA - compl. 1918. Sold 4/1922 for scrap but 'abandoned'
217157 FOLSOM - compl. 1918. To WM&S 9/1922, BU 1924
217158 TOLO - compl. 1918. Sold for scrap 1922 but 'abandoned'
217386 ACREMA - compl. 1918. To WM&S 9/1922, BU 1924

FREEPORT S.B.Co., FREEPORT, Me. 3 ways for E.F.C. Contract 4 Ferris hulls without engines. 2 cancelled.
217534 NEMASSA - compl. 1919. To WM&S 9/1922, BU 1925
220939 HARRASEEKET - compl. as 5 m. sch. SINTRAM. Lost in collision off Cape Cod 19/11/1921.
CANCELLED - ALLEGRE.

FULTON S.B.Co., WILMINGTON, Cal. Contract 4 Hough hulls, 8 Ferris hulls, all without engines. 3 Ferris hulls cancelled.
HOUGH TYPE.
216711 YEHAMA - compl.1918. Burnt 1919, hulk sold to Fidelity Trust Co., Boston, resold - (b) VINLAND (Dansk Amerikansk D/S. Copenhagen) 1920. (c) MERCUR (A/S D/S Vestjyden, Esbjerg) 10/1922. BU in Germany 1924
216782 CATAWBA - compl. 1918. To WM&S 9/1922, BU 1924
217052 MONO - compl. 1918. do do 1924
? COCOPA - compl as barge.

FERRIS TYPE.
217480 WANEYANDA - compl. 1919. To WM&S 9/1922, BU 1924/5
217771 WENAKEE - compl. 1919. do do 1923
? WOVOKA - compl. as barge
? ADMETE - do do
? LYNNHAVEN - do do

GILCHRIST (G.E.), THOMASTON, Me. 1 way for E.F.C. Contract 1 Ferris hull without engines.
217543 UTOKA - compl. 1919. To WM&S 9/1922, BU 1923.

GILDERSLEEVE S.B.Co., GILDERSLEEVE, Conn. 2 ways for E.F.C. Contract No. 35 for 2 Ferris hulls, without engines, EFC numbers 261/2. No cancellations.
217054 BATTAHATCHEE - compl. 1918. To WM&S 9/1922, BU 1925.
GILDERSLEEVE - apparently completed as barge ALLEGANY, O/N 221564.

GRANT-SMITH-PORTER S.B.Co., ABERDEEN, Wash.4 ways for E.F.C. Contract 16 Ferris hulls without engines. One cancellation.

216750	MANADA	compl.	1918.	To WM&S 9/1922,		BU 1925
216944	BOXLEY	DO	DO	DO	DO	BU 1924
216952	BANCROFT	do	do	do	do	BU 1925
217175	WIHAHA	do	do	do	do	BU 1924
217187	ITANCA	do	do	do	do	BU 1924
217188	MORAINE	do	do	do	do	BU 1924
217261	AIKEN	do	do	do	do	BU 1924
217344	ANTHERA	do	do	do	do	BU 1924
217467	FORT SNELLING		1919	do	do	BU 1924
217579	FORT SEWARD		do	Sold to Fort SS,New York 8/1920. Repossessed by USSB. Then (b) SALVATORE S (R. Starita, Naples) 3/1922, then (c) SALVATORE STARITA (same owner) 1923,BU '2		

ABILLA
ABNOBA
ABURIA
FORT STANWIX
(unknown) launched as EDITH

} apparently never completed or documented.

ABYDOS - sold, after launch, to Grays Harbor M/S Co., compl. by them 1920 as 220354 FOREST KING. As completed, was hardly recognisable as a Ferris type - even had engines aft. Owned in succession by Forest King Co., then Traders Transport Co.,Seattle, then Todd D.D.Co., Seattle. Then (b) ALICE TEBB (Southland SS) 1937, then Wybar SS 1940. Foundered off Jacksonville, Fla., 28/9/1940.

GRANT-SMITH-PORTER Co., PORTLAND, Ore. 8 ways for E.F.C. Contract No. 34 for 12 Hough type hulls (EFC numbers 250-261) and 22 Ferris type hulls without engines. 2 Ferris hulls cancelled.

HOUGH TYPE.

216398	WASCO	compl.	1918.	To WM&S 9/1922,		BU 1923
216490	BILOXI	do	do	Sold for scrap 1925. Burnt out while being BU at Locust Point, Md 6/1925		
216550	KASOTA	do	do	To WM&S 9/1922.		
216564	BLANDON	do	do	do	do	BU 1924
216602	BOILSTON	do	do	do	do	BU 1925
216632	CALUSA	do	do	under name CALLOOH. To WM&S 9/1922, BU 1925		
216703	MORITZ	do	do	To M&J Tracy, New York, resold to J.G.Constnatine, NY 7/1925. BU 1930		
216729	DUMARU	do	do	Burnt 22 miles off Guam after being struck by lightning 16/10/1918.		
216783	WAKAN	do	do	To WM&S 9/1922, BU 1925		
216784	CAPONKA	do	do	Sold 3/1922 for BU. Finally beached at Tappahannock. Destroyed by fire 49		
216829	KUWA	do	do	To WM&S 9/1922.		BU 1926
216830	HOLBROOK	do	do	do		BU 1926

FERRIS TYPE

217034	NASHOTAH	do	do	do		BU 1924
217096	NEEOLAH	do	do	do		BU 1924
217100	NUPOLELA	do	do	do		BU 1924
217174	TILLAMOOK	do	do	do		
217259	LATOKA	do	do	do		BU 1924
217260	MEDFORD	do	do	do		BU 1924
217342	KANKAKEE	do	do	do		BU 1924
217343	KOKOMO	do	do	do		BU 1924
217463	FORT SCOTT	do	1919	Sold for BU 2/1922 but abandoned on mud flats near Baltimore		
217464	FORT STEVENS	do	do	To WM&S 9/1922,		BU 1924
217465	FORT SILL	do	do	do		BU 1924
217466	FORT SMITH	do	do	do		BU 1924
217577	AFRANIA	do	do	do		BU 1925
217578	AGARISTA	do	do	do		BU 1926
217697	AHALA	do	do	do		BU 1924

217698 ALCIS compl. 1919. BU 1924
217699 ALECTOR do do To WM&S 9/1922, BU 1924
217700 ACULEO do do do BU 1924
ACARMAN do 1921 by G.F.Mathews, Portland, as 5 m. sch UNDAUNTED 221305
ACADEMIA reported as being completed as schooner FOREST QUEEN but I have been unable to confirm this. Further details welcomed.
CANCELLED: ABANTIS, ABDERA

GRAYS HARBOR MOTORSHIP CO., ABERDEEN, Wash. 8 ways for E.F.C. Contract 25 ships of own design, complete with engines. Of these, 4 hulls and 8 engine installations cancelled. Of the 21 hulls, 17 were 'Grays Harbor' type and 4 'Ward' type.

GRAYS HARBOR TYPE.
216576 WISHKAH compl. 1918. Tow WM&S 9/1922, BU 1924/5
216653 KASKASKIA do do BU at Baltimore 6/1920 after fire damage at New York 1/1920
216745 BLACKFORD do do Foundered off Lower California 17/9/1918.
216880 ABRIGADA do do Burnt out at St. Michael's, Azores, 31/12/1919
216943 BROMELIA do do To WM&S 9/1922, BU 1924/5
217027 BROMPTON do do do BU 1924/5
217063 ABERDEEN do do do BU 1924
217201 BRONCHO do do do BU 1924/5
217298 BROOKDALE do do To Crosby Marine Corp., Seattle then to Brookdale SS, Los Angeles 6/1924 then to McCormick SS 3/1931 then to Gardenia Packing Co and converted to fish reduction plant. Abandoned in Sacramento River 1938, badly burnt there 3/1944, remains sold for scrap 1947
217363 BROOKFIELD compl.1918. Put into Fayal in distress 12/1920. While there had fire in kerosene cargo 8/3/21 and became total loss
217470 BROOKHAVEN compl 1919. Sold 8/1920 to McLeod & Co., Calcutta. Burnt out in dock at Calcutta 2/1921 and BU
217817 BROOKLAND compl. 1919. Burnt out after fire in nitrate cargo at Havana 7/2/1920
218105 BROOKSIDE compl. 1919. To WM&S 9/1922, BU 1924/5
218223 GRAYLING do do do BU 1924/5
218273 GRAY EAGLE do do do BU 1924/5
218313 MANNAHOCKING do do do BU 1924/5
218627 GRAY CLOUD do do Sold 6/1920 to Sakhall Karnani, Calcutta. Wrecked Saugor Flat, Ganges River, 1/2/1921 bound Calcutta-Bombay with coal

WARD TYPE.
220087 ADRIA compl.1919. (b) MACEIO (Pacheco & Co., Rio) 4/1924. BU 1925
220174 AGRON compl. 1919. Several US owners after 1922. Finall converted to barge. BU 1934
220216 AGYLLA compl. 1919. (b) ANTOFOGASTA (Gonzalez, Soffia & Co., Valparaiso) 10/1921. BU 1931
? AGATHON believed never completed or documented

GREEN (R.T.) Co., CHELSEA, Mass. 1 way for EFC. Contract 1 barge.
BARGE: 218303 NAHANT.

GROTON IRON WORKS, NOANK, Conn. 6 ways for E.F.C..Contract No. 15 for 12 Ferris hulls (EFC numbers 125/136) all without engines. Four cancelled.

216803 HOKAH compl. 1918. To WM&S 9/1922, BU 1923
216842 BALSTO do do do BU 1924/5
217508 BEREA do do do BU 1924/5
220648 CUYOS compl as barge WILLIAM B. FANCHER
221605 CASKATA do do NORTHERN No. 44
CONTROLLER, SALAMIS & BEDFORD compl as barges. These are not EFC names, but original names unknown, also numbers

HAMMOND LUMBER CO., ROLPH, CAL. (Often shown in Registers as located at Samoa Cal., where head office is situated). Contract 7 Ferris hulls complete with engines. Three engine installations cancelled.

216835 KEOTA compl. 1918. To WM&S 9/1922, BU 1924/5
216970 BLOOMINGTON do do do BU 1923
217321 COMO do do under name SARIS. To WM&S22,BU 24.
217586 DARRAH do 1919. To WM&S 9/1922, BU 1924/5
219602 APAMA do 1919 as barquentine ALICIA HAVISIDE
ACHORA)
AMATA) launched but not completed.

HAMPTON S.B. & MARINE RAILWAY CO., HERBERT'S CREEK, near HAMPTON,Va. Originally received order for 8 Ferris hulls, but contract cancelled because of lack of progress. (April 1918). Yard ultimately became C.H.Tenney, which see.

HELDENFELS BROS., ROCKPORT, Tex. 4 ways for E.F.C. Contract for 8 Ferris hulls, without engines. Four cancelled.

BAYCHESTER)
ZUNIGA) never engined, never documented.
JASPER) sold to Northern Tpn. Co. for conversion to
KLATAWA) barges. I cannot identify later names.

HILLYER-SPERRING-DUNN Co., JACKSONVILLE, Fla. Contract for 4 Ferris hulls. Contract cancelled and yard seized on grounds of alleged disloyalty of principal. Yard later revived as St. John's River S.B.Co., which see.

HODGE SHIP CO., MOSS POINT, Miss. 4 ways for E.F.C. Contract for 4 Ferris hulls with engines, and 4 without engines. The latter 4 and 1 complete ship were cancelled, but the yard completed the cancelled ship, as NIKA, for its own account as a speculation.

217088 ALPACO compl. 1918. To WM&S 9/1922, BU 1924
217514 BOONESBOROUGH do do do BU 1924
217680 BANARAN compl. do do do BU 1924/5
219267 NIKA do 1919 for builder's account. Sold 5/1922 toF.M. Stark, San F'cisco,then H.K. Goodwin, then in 11/1922 to Everett Packing Co., Everett, Wash., then to L.C.Andrews. Burnt off Cape Flattery 14/2/1923

HOUSATONIC S.B.Co., STRATFORD, Conn. 6nways for E.F.C. Contract 10 Ferris hulls without engines. Four cancelled.

217899 FAIRFIELD compl. 1919. BU Boston 1922 after stranding Governor's Island 9/6/1921
219780 GANERI compl. 1919. Fate wanted
221405 ALBEE compl. 1921 as barge TALBOT
222439 ISTO compl. 1922 as barge NORTHERN No. 45
SANPA)
SERES) launched, never completed, never documented

JAHNCKE S.B. Co., MADISONVILLE, La. 7 ways for E.F.C. Contract No. 29 for 6 Ferris hulls (E.F.C. numbers 210-215) complete with engines. Further contract for 6 Ferris hulls without engines. Latter six cancelled, also one of first six, and two further engine installations Also had contract for 4 barges, all cancelled.

217320 BAYOU TECHE compl 1918. To WM&S 9/1922, BU 1925
218388 BALABEC do do Burnt at Port of Spain, Trinidad 6/3/1926
217850 ABBEVILLE do 1919. To WM&S 9/1922. BU 1924
218352 PONCHARTRAIN do do do do BU 1926
? TCHEFUNCTA do do as barge
CANCELLED: AZOON, AREXES, ARDEA.

JOHNSON S.Y.Corp., MARINER'S HARBOR, N.Y. 3 ways for E.F.C. Contract 4 Ferris hulls without engines. One cancelled. Also contract for 6 barges, of which 5 cancelled

217018 AOWA compl. 1918. Sold 6/1920 to Anderson O'seas Corp but repossessed by EFC. To WM&S 9/1922, BU 1924
219484 CHENANGO compl. 1919 as barge
220665 BUSUNGA compl. 1922 as barge CHARLES W. BAIRD
222347 FORT TOTTEN cancelled, but completed 1922 as barge EASTERN

KELLY SPEAR CO., BATH, Me. 6 ways for E.F.C. Contract 1 Ferris hull without engines, also contract for 6 barges, of which 4 cancelled.

217017 COLUMBINE. Compl. 1918. To WM&S 9/1922, BU 1924/5
BARGES:
218673 WINNEGANCE compl. 1919
218878 NEW MEADOWS do do

KIERNAN & KERN, PORTLAND, Ore. 2 ways for E.F.C. Contract 401 for 4 Ballin type hulls, EFC numbers 2091-2094.
I cannot find any record of the cancellation of this contract, but the yard does not appear to have achieved any output.

KINGSTON S.B.Corp., KINGSTON N.Y. 3 ways for E.F.C. Contract for 7 Ferris hulls, without engines. Four cancelled.

217469 ESOPUS compl. 1918. To WM&S 9/1922, BU 1925
220673 CATSKILL do do as barge
221676 ISKUM do 1921 as barge NORTHERN No. 42
CANCELLED - ALPHORETTA

KRUSE & BANKS, NORTH BEND, Ore. 5 ways for E.F.C. Contract No. 64 for 6 Hough hulls. EFC numbers 426-431. Also contract for 6 Ferris hulls. All hulls without engines. Two Ferris hulls cancelled.

HOUGH TYPE.
216317 NORTH BEND compl. 1918. To WM&S 9/1922, BU 1925
216521 QUIDNIC do do do do BU 1924
216702 KICKAPOO do do do do BU 1924
216861 BALADAN do do do do BU 1925
216983 COCONINO do do do do BU 1924/5
YAINAX hull compl. 1918, not engined, not doc.

FERRIS TYPE.
218581 FORT LEAVENWORTH compl. 1918. To WM&S 9/1922, BU 1925
218730 FORT LOGAN do do BU 3-4/1925
220724 FORT LARAMIE compl as barge. Sold to Chas. Nelson & Co and conv to 6 m. schooner. Burnt off Richmond Beach, near Seattle, 20/7/35
FORT LEWIS hull compl. 1918, not engined, not doc'ted

LAKE & OCEAN NAV. CO., STURGEON BAY, WIS. (originally REIBOLDT, WOLTER & CO.) No ways set aside specifically for EFC work, but was awarded Contract No. 25 for 1 hull of own design (EFC hull number 191) complete with engines.

216276 STURGEON BAY compl. 1918. To USN 9/1921. Inactive from 3/1928. Struck off Navy List 1933. Reported sold out of service and 'abandoned'. Further details welcomed.

LONE STAR S.B.Co., BEAUMONT, Tex. 4 ways for E.F.C. Contract for 8 Ferris hulls complete with engines, also for 12 engines installations in hulls built elsewhere. Nine of these latter were cancelled, as were two hulls complete with engines, and apparently two engine installations on their own hulls.

216843 LONE STAR compl. 1918. To WM&S 9/1922, BU 1924/5
217281 ARADO do do do do BU 1924/5
217444 ARAMBI do do BU Baltimore 2/1922
217650 BATANES do 1919 To WM&S 9/1922, BU 1926
? BONAIR compl. as barge
? WESTMINSTER do do

CANCELLED: NITWHIT, KUWAPI

MACHIAS SHIP CONSTRUCTION CO., MACHIAS, Me. 3 ways for E.F.C. Contract 4 barges, less one cancelled

BARGES:
218317 CUTLER) I find it hard to believe that these
218181 JONESPORT) names were allotted by the E.F.C.
217963 WELLESLEY) but I can find no evidence to the contrary.

MARYLAND S.B.Co., SOLLER'S POINT, Md. 4 ways for E.F.C. Contract No. 12 for 5 Ferris hulls, EFC numbers 100-104, all with engines, and further contract for 1 Ferris hull without engines. Latter hull cancelled, as well as 1 complete ship and two engine installation contracts.

217555 GUILFORD compl. 1919. To WM&S 9/1922, BU 1924
217793 ARUNDEL do do do do ,abandoned 1923
167795 ARMISTEAD compl as barge
221179 QUANA compl as barge NORTHERN No. 43

CANCELLED: PATHMOS

MEACHAM & BABCOCK Co., SEATTLE. 6 ways for E.F.C. Contract 6 Ferris hulls with engines, and 6 Ferris hulls without engines. Contract later reduced to 11 hulls and 2 engine installations, but yard actually completed 6 engine installations.

216819 BOULTON compl. 1918. To WM&S 9/1922, BU 1924
217005 DACA do do do do BU 1924/5
217202 WAYUCAN do do do do BU 1924/5
217370 TOKA do do do do BU 1924
217432 AFALKEY do do BU 1924
217620 ARDENA do do To WM&S 9/1922, BU 1923
? CARDIA compl as barge
? CORUS do do
? CHALCIS do do
? CENINA do do
- CAPRARIA launched, not completed, not documented

CANCELLED: CHARNIS.

MERRILL-STEVENS S.B.Co., SLIDELL, La. 4 ways for E.F.C. Contract No. 1 for 8 McClelland type hulls complete, EFC numbers 1-8. Two cancellations.

217500 BUCKHANNON compl. 1919. To Robinson S. Co.,1920, then to Gulf & Southern SS, Jacksonville, 1921. Burnt out at New Orleans 4/1924. Wreck sold 1924 to J.A.Aberle,Panama, rebuilt as (b) ELENA VALDEZ. BU 1930
217849 CAMPELLO compl. 1919. To Continental Tpn.& Oil Co,1920 then to Robinson SS 1920, then to J.R.Fox 10/21. Deliberately burnt (attempted insurance fraud) in James River 13/4/1922
216298 BOTSFORD compl. 1918. To WM&S 9/1922, BU 1924/5
216815 RED CLOUD compl. 1918. To Red Cloud SS 1920 but repossessed by EFC. Then to French American Line,1920, again repossessed. Then (b) CORTELLAZZO (E.del Pino, Leghorn) 1921 & BU 1923/4
216860 APALACHEE compl. 1918. To WM&S 9/1922, BU 1926

216989 KANABEC compl. 1918. To French American Line 1920. Put into Gibraltar with weather damage 3/1921, sold there 4/1921 to J.Imossi. Still lying there when in 10/22 was severely burnt. Then BU

CANCELLED: BETHPAGE, MANKATO.

MIDLAND BRIDGE S.B.Co., HOUSTON, Tex. 6 ways for E.F.C. Contract 8 Ferris hulls without engines. No cancellations. Also contract for 10 barges, of which 8 cancelled.

217428 KATONAH compl. 1918. To WM&S 9/1922, BU 1923.
217429 BATINO
217654 BLUFFTON
217655 COCHIN
217753 FORT WORTH
218177 WICASTA
All broken up about 1923 but do not appear to have been in the WM&S deal. Any definite information will be welcomed.
? NICETOWN compl. as barge
? LANDSDOWNE compl. as barge AUSTIN.

BARGES:
167645 ARANSAS
167646 MATAGORDA

MISSOURI VALLEY BRIDGE & IRON CO., QUANTICO, Va. (originall POTOMAC S.B.Co.) 4 ways for E.F.C. Contract 7 Ferris hulls without engines, less 5 cancelled.
167793 BANGO, and 167794 ABRA - both completed as barges.

MOBILE S.B.Co., MOBILE Ala. 6 ways for E.F.C. Contract No. 44 for 6 McClelland type hulls, with engines, EFC numbers 310-315. No cancellations.

217137	BALINO	compl.	1918.	To	WM&S 6/1923,	BU 1924
217280	MORGANZA.	do	do	To	Wabash SS Corp 1921.	BU 1924
217368	BALOSARO	do	do	BU	1925	
217369	DALGADA	do	do	To	WM&S 9.1922,	BU 1924
217651	OYAKA	do	1919	do	do	BU 1925
217652	OBAK	do	do	do	do	BU 1924

MOREY & THOMAS, JACKSONVILLE, Fla. 4 ways for E.F.C. Contract 8 Ferris hulls without engines, less 3 cancelled.

217001	BEDMINSTER	compl.	1918.	To	WM&S 9/1922,	BU 1924
217294	BAGOSA	do	do	do	do	BU 1924
217417	TYEE	do	do	do	do	BU 1923
218404	KUSDECA	do	do	do	do	BU 1924
168537	CHION	compl. as barge				

CANCELLED: CHILO.

MURDOCK (J.W.) JACKSONVILLE, Fla. 2 ways for E.F.C. Contract 6 Ferris hulls without engines. 2 cancelled

216908	DANCEY	compl.	1918.	To WM&S 9/1922,	BU 1924
217228	HARISH	do	1918	Sold for scrap 4/1922,	BU 1923
217707	FORT GEORGE		1919	To WM&S 9/1922,	BU 1926
?	FORT LAUDERDALE	compl as barge.			

NOTE: DANCEY was first registered as DANCY. It is doubtful whether this was an error in the original registration, or whether there was an actual name change very soon after.

MURNAN S.B.Co., MOBILE. 2 ways for E.F.C. Contract 4 Ferris hulls less two cancelled.

220855 ALCAY compl as barge LUTHER E. HOOPER
221079 BACONG do do MARIE HOOPER

AMERICAN WOODEN SHIPBUILDING IN WORLD WAR ONE.

by N.L. McKellar, BNRA Tamworth (NSW).

McBRIDE & LAW, BEAUMONT, Tex. 2 ways for E.F.C. Contract No. 21 for 6 Ferris hulls, EFC numbers 168-173, without engines. Three cancellations.

217313 BEAUMONT compl. 1918. To WM&S 9/1922. Abandoned 1928
217446 QUAPAW do do do do BU 1924
? BROSHEARS compl. as barge for Northern Tpn. Co. New name not wanted.
CANCELLED: GOLIAH

McCAMMON (J.N.) BEAUMONT, Tex. 2 ways for E.F.C. Contract 2 Ferris hulls without engines.
HASBE) launched, not completed, not documented
CAMBODIA)

McEACHERN S.B.Co., ASTORIA, Ore. 6 ways for E.F.C. Contract No. 96 for 6 Hough hulls (EFC numbers 659-668), and further contract for 10 Ferris hulls. All hulls without engines. 9 Ferris hulls cancelled.

HOUGH TYPE.
216985 ASTORIA compl. 1918. To WM&S 9/1922
217013 SALMON do do do do BU 1926
217038 MAKANDA do do do do BU 1923
217325 BENVOLA do do Wrecked nr. Pernambuco 19/11/1919
217576 COTTERAL do 1919 Sold for scrap 4/1922. Aban. 1923
217726 KLAMATH do do To WM&S 9/1922. BU 1925
217755 FLAVEL do do do do BU 1923
217828 MAHANNA do do Sold for scrap 2/1922, BU 1923
219811 ARETURUS do 1920 as ANSON S. BROOKS (Brooks Scanlon Corp.) Then (c)DAVID C. MEYER (Wiggins Meyer & Bates) 11/1923, then McCormick SS 1933. Foundered off San Pedro, Cal., 10/3/1926
? ALLEBEN compl. as barge

FERRIS TYPE.
? CABRIA compl as barge.
CANCELLED - CALPUNIA, CALYDON.

NATIONAL S.B. & D.D. Co., VIOLET, La. 2 ways for E.F.C. Contract 2 =Ferris hulls, both cancelled. (NOTE: This yard was originally ALABAMA-NEW ORLEANS TPN. Co.)
CANCELLED HULLS - BROAD HEAD, BROADALBIN

NATIONAL S.B.Co., ORANGE, Tex. 7 ways for E.F.C. Contract 28 Daugherty type, less 16 cancelled.

218034 ALDERMAN compl. 1919. To WM&S 9/1922, BU 1924/5
218263 ARGENTA do do To Government of Northern Ireland as prison hulk 10/1921. Sold for BU at Belfast 2/25
217443 BEECHLAND compl. 1918 To Nacirema SS 5/1919. Burnt off Sierra Leone 19/10/1919
216964 BONHAM compl. 1918. Foundered off Fort de France, Martinique, 10/11/1920
217311 BORETA compl. 1918. To Petroleum Tpt Service Corp 6/20 Burnt off Tampico 14/7/1920
217552 COWARDIN compl. 1918. Hulked in Germany 4/1922
217609 HORADO compl. 1918. To WM&S 9/1922. BU 1924/5
217677 ITOMPA compl. 1919. Hulked in Germany 4/1922
217955 NATENNA compl. 1919. To Nacirema SS 5/1919. Wrecked in gale at Casablanca 2/1920
217655 NAWITKA compl. 1918. Hulked in Germany 8/1923
217646 NEABSCO do do do do 4/1922
217559 ZAVALLA do do do do 4/1922

Of these, the following were sold to Nacirema SS in 5/1919 but were repossessed in 1921: ALDERMAN, ARGENTA, BEECHLAND,

COWARDIN, HORADO, ITOMPA, NATENNA, NAWITKA, NEABSCO and ZAVALLA. The following were then sold back to the builders, who sold them for hulking as shown above :ARGENTA, COWARDIN,ITOMPA,NEABSCO, ZAVALLA, and probably NAWITKA, though I cannot confirm the last.

CANCELLED HULLS WERE TO BE NAMED: OKLAHOMA CITY, COLORADO SPRINGS, HUTCHINSON, SAPULPA, SALINO, LAS VEGAS.

Of the cancelled hulls, three were completed thus:

220746 A.A.DAUGHERTY
220969 P.J.REILLY

These two were completed as tankers in 1920 for National Oil Tpn Co., Port Arthur, Tex., and as far as I can ascertain they finished their days as stationary oil storage hulks at Houston.

The third was completed as barge 219455 W.A.EBSEN.

I have not been able to connect these names with the names of any of the cancelled hulls and would be glad to hear further.

NELSON & KELEZ S.B.Co., SEATTLE. 3 ways for E.F.C. Contract 8 Ferris hulls without engines. 2 cancelled.

216847 BONNAFON compl 1918. To WM&S 9/1922, BU 1924
216919 FORSTER do do do do BU 1924
217231 OCTORARA do do do do BU 1924
217721 ADWAY do do Fate wanted
- CINYRAS compl. by Winslow Marine Railway & S.B. Co as barge GRIFFSON 220731

CANCELLED: CILLAS, CIRCE.

NEWCASTLE S.B.Co., DAMARISCOTTA, Me. 1 way for E.F.C. Contract 1 barge
(EFC name unknown) compl as 220894 MARY H. DIEBOLD

NEWCOMB-LIFEBOAT CO., HAMPTON, Va. Original name of yard which later became HAMPTON S.B. & MARINE RAILWAY Co., and finally became C.H.TENNEY - which see.

Yard produced nothing under original name, though had contract for 4 Ferris hulls

NORTH CAROLINA S.B.Co., MOREHEAD CITY, N.C. 2 ways for E.F.C. Contract 4 Ferris hulls without engines. Two cancelled.

222353 SASSAGUS compl 1919, then conv to barge JAMES BLIGHT
222401 DASSALAN compl as barge A.W.COBURN

PACIFIC AMERICAN FISHERIES INC., BELLINGHAM, Wash. 5 ways for EFC. Contract 187 for 7 hulls of own design (EFC numbers 1201-1205, 2064 and 2332), complete with engines. No cancellations.

216960 CRUSO compl. 1918. To WM&S 9/1922, BU 1924/5
217296 BOBRING do do do do BU 1925
217572 BOCKONOFF do do do do BU 1924/5
217712 BONNETERRE do 1919 Sold for BU 2/1922. Aband.1922
218271 BON SECOUR do do To WM&S 9/1922. BU 1924/5
218749 CLIO do do To States SS 8/1920, then to Pac. Am. Fisheries 1921, then (b) ARCTURUS (Union Sulphur Co) 9/21. Then W.Beebe for bathyscape experiments, later to Portugal and BU 1932
219065 CLODIA compl. 1919. To WM&S 9/1922, BU 1924/5

PATTERSON McDONALD S.B.Co., SEATTLE. 1 way for E.F.C. Contract for 4 ships, cancelled 3/1919. All output was for private ownership (see end of list where vessels are included so that they are not confused with the E.F.C. programme.)

PENINSULA S.B.Corp., PORTLAND, Ore. 4 ways for E.F.C. Contract 12 hulls of own design, without engines. No cancellations.

216941 ANOKA compl. 1918. To WM&S 9/1922, BU 1923
217312 BELLBROOK do do do BU 1924/5

217275 CLACKAMAS compl. 1918. To Pictou Pulpwood Co., Halifax NS 4/1925, O/N 151094. To Chas Kurz & Co. 7/1927 BU later 1927
217276 CRESAP compl. 1919. To WM&S 9/1922, BU 1925
217732 BRAEBURN do do do do BU 1924/5
218309 BRAXTON do do To Pendleton Bros. (date?) BU 1926
218310 CORVALLIS do do do 10/1921. To First National Pictures 6/1925 and sunk off Sandy Hook 16/6/1925 to provide film sequence.
218714 BRENTWOOD compl. 1919. BU 1922
219660 CARTONA compl. 1920. (b) LINCOLN LAND (Paulsen Tdg Co) 12/1921;resold Indian Tpn & Nav Co. Then (c) STRANDHILL (Halifax Dredging Co) O/N 146328 resold Strandhill SS, St. Johns NF. Wrecked Port au Port Bay, Newfoundland, 20/7/1928
219661 CORONE compl. 1920. Several US owners without name change. Finally Tidewater Fuel & Nav Co. 7/1928. BU 1932
220005 COTYS compl as sch. OREGON FIRE, later DOROTHY H. STERLING
220032 COSSA compl as sch. OREGON FIR; later HELEN B.STERLING

NOTE: Of the abovementioned, the following were sold to Nacirema SS in 11/1919 but were later repossessed by the E.F.C.: ANOKA, BELLBROOK, CLACKAMAS,CRESAP, BRAEBURN, BRAXTON,BRENTWOOD, CARTONA & CORONE.

PORTLAND SHIP CEILING CO., EAST DEERING, PORTLAND,Me. Contract for 4 Ferris hulls, assigned to Russell S.B.Co., which see

POTOMAC S.B.Co., QUANTICO, Va. became MISSOURI VALLEY BRIDGE AND IRON CO., which see.

PUGET SOUND BRIDGE & DREDGING CO., SEATTLE. 6 ways for E.F.C. Contract 8 hulls of own design, complete with engines. Four hulls and 6 engine installation contracts were cancelled, but yard actually turned out 4 complete ships. Of these, two were of Gray's Harbour type, other two were Geary type. While I cannot be sure of this, it appears that the Puget Sound Co. adopted the Gray's Harbor design pending the completion of plans for its own Geary type.

GRAY'S HARBOR TYPE.
218285 BLAKELEY compl. 1919. Ashore near Valparaiso 8/1924, sold to Deep Sea Salvage Corp, rebuilt, then (b) BET CHALA (A.Jarufe, Valparaiso) Wrecked near Valparaiso 1/6/1928
218941 BROOKWOOD compl. 1919. To WM&S 9/1922, BU 1924/5.
NOTE: BLAKELEY was sold to Pendleton Bros. 10/1921, and BROOKWOOD to Nacirema SS 1919, but both were re-possessed.

GEARY TYPE.
220936 SNOQUALMIE compl. 1919. (b) PRESIDENT LEGUIA (Cia Nat. de Nav Orient, Callao) 1922. Burnt Callao 2/1924
220314 BROXTON compl. 1919. To Union SS Co of N.Z. 1921 - hulked Lyttleton, NZ 12/1923

CANCELLED HULLS - type unknown: BRUNDLIDGE, BROTHERTON (probably Gray's Harbor type.)

REIBOLDT WOLTER Co., STURGEON BAY, Wis. see LAKE & OCEAN NAV. CO.

RODGERS(G.F.) S.B.Co., ASTORIA, ORE.4 ways for E.F.C. Contract 8 Ferris hulls without engines, less 4 cancelled.

217181 BLUE EAGLE compl. 1918. To WM&S 9/1922, BU 1924/5
217747 CAPINES do 1919 do do BU 1924/5
218366 WONAHBE do 1919 do do BU 1924/5
218367 MUNRA do 1919 do do BU 1924/5
CANCELLED: GRANON, CRANTOR

ROLPH S.B.Co., ROLPH, Calif. 4 ways for E.F.C. Contract 8 Ferris hulls without engines, less 3 cancelled.

219900 CREMONA compl as barge, later sch. PHYLLIS COMYN
219901 CREMNA compl as 5m bqtne ANNE COMYN
219909 CRESOLINE compl as 5 m bqtne RUSSELL HAVISIDE
– BURNHAM)
BURMONT). launched, not completed, not documented

RUSSELL S.B.Co., EAST DEERING, PORTLAND, Me. Orignally PORTLAND SHIP CEILING CO. 3 ways for E.F.C. Contract 19 for 6 Ferris hulls (EFC numbers 153/156 and 1037/1038) , without engines. Includes 4 assigned by predecessore. No cancellations.

216726 ANDRA compl. 1918. To WM&S 9/1922, BU 1925
216865 BASAAN compl. 1918. To Fair Oaks SS. 1920. BU 1924
216904 OKESA compl. 1918. Lost by fire at Claremont, Va., 23/8/1920
217194 ALLISON compl. 1918. To WM&S 9/1922 BU 1924/5
217531 BREVARD compl. 1921 as barge and given fresh registration as O/N 221386.
217532 BRIARCLIFF compl. 1919. To USN 1/1922, trg ship at New York. Further infos. sought.

ST. HELEN'S S.B.Co., ST. HELEN'S, ORE. 3 ways for E.F.C. Contract 6 Ferris hulls without engines. 2 cancelled.

217177 ISSAQUENA compl. 1918. Sold for BU 3/1922
218951 COLINDO do 1919. To WM&S 9/1922, BU 1924
? FORT SHAW compl as barge
? FORT SHERIDAN do do

ST. JOHN'S RIVER S.B.Co., JACKSONVILLE, Fla. Originally HILLEYER SPERRING DUNN Co. 7 ways for E.F.C. Contract 8 Ferris hulls without engines, less 3 cancelled, Also 6 barges, less 3 cancelled.

217410 BAXLEY compl. 1918. To WM&S 9/1922, BU 1923
218465 MAYPORT do 1919 Wrecked Severn Bank 1/1920
218738 WAYHUT do 1919. To WM&S 9/1922, BU 1924/5
218739 CARIBOU do 1919 do do BU 1924/5
220737 FORT PIERCE compl as barge.
CANCELLED - FORT WHITE.

BARGES: 219129 ORMOND, 219004 ANASTASIA, 219130 DAYTONA.

SANDERSON & PORTER, RAYMOND, WASH. 5 ways for E.F.C. Contract 15 Ferris hulls without engines, less 5 cancelled.

217016 PONDUCO compl. 1918. To WM&S 9/1922, BU 1924
217190 KENOSHA do do Sold for BU 1922, abandoned.

The following 8 hulls were launched, but not completed and not documented: ADDISON, ANTHON, BINGAMON, BISCAYNE, BLACK WOLF, BLANDFORD, KITAN and PEZUTA.

SANDY POINT S.B.Co., SANDY POINT, Me. 2 ways for E.F.C. Contract 2 Ferris hulls without engines. Also 2 barges. No cancellations.

221563 WAUKOMIS compl as barge GARRETT
221678 ALBROOK compl as barge MONTGOMERY.

BARGES: 219001 SANDY POINT, 219002 SEARSPORT.

SEABORN S.B.Co., TACOMA, Wash. 4 ways for E.F.C. Contract 13 Ferris hulls, 5 without engines . One hull cancelled.

216638 QUINAULT compl. 1918. To WM&S 9/1922, BU 1925
216685 WAHKIAKUM do do do do BU 1924
216797 MOJAVE do do do do Abandoned 1923

216828 CHERON compl. 1918. To WM&S 9/1922, BU 1924
216955 MAZAMA do do Several U.S. owners without name change. Finally Hovden Fish Products, Monterey Calif, conv 4/1936 to fish reduction plant.
217067 CHIMO compl. 1918. Burnt at Claremont, Va., 4/9/1920
217162 WAKANNA compl. 1918. BU 10/1922
217297 DUNGENESS compl. 1918 To WM&S 9/1922, BU 1924
217390 FORT RILEY do do do do BU 1924
217711 FORT RUSSELL do do BU 2/1922
? VINCENNES compl as barge
? OLWEIN do do
- CHESTERFIELD launched, not completed, not documented

CANCELLED: PUYALLUP.

SHATTUCK, H.L., PORTSMOUTH, N.H. 12 ways for E.F.C. Contract 18 Ferris hulls without engines, less 3 cancelled.

217455 YAHWAH compl. 1919. To WM&S 9/1922, BU 1924
217553 WOYACA do do do do BU 1925
217378 AMMONOOSUC do 1918. Foundered 18/10/1919 in 39.31 N, 57.06 W. (Atlantic)
217179 MILTON compl. 1918. Burnt out after fire in coal cargo at Lisbon 4/10/1919.
217239 HAVERHILL do do To WM&S 9/1922, BU 1924/5
217111 CHIBIABOS do do do do BU 1925
218607 NEWTON do 1919. Later USN trg ship. BU 1946. (QUERY: Did this vessel ever bear name JAMES OTIS?)
221141 NEWBURYPORT compl. as barge SMITH & TERRY No. 3
220588 WINAPIE compl as tank barge
218173 SILVANUS compl as barge
220916 ULAK compl 1919 but immediately conv to barge
220837 DOVER compl as barge
218563 WASGYA do do
217110 ROY H. BEATTIE compl. 1918. Burnt 18/4/1919 in 29.50N, 66.30 W.
221370 MAYO compl. as barge
? WRYNEN do do
? ALMENA do do

CANCELLED: ASHFORD, ALMONT, YUSTAN. It seems certain that 2 of these became MAYO and DOVER but I cannot ascertain which.

SHIP CONSTRUCTION & TRADING CO., STONINGTON, Conn. 2 ways for E.F.C. Contract 2 Ferris hulls without engines. No cancellations

220701 ASHLAND compl. as barge
220817 ALTURA do do ANDREW McDONALD

SLOAN SHIPYARDS, OLYMPIA, Wash. 14 ways for E.F.C. Contract 16 Ferris hulls without engines, less 4 cancelled. Six hulls were subcontracted to ANACORTES S.B.Co., Anacortes, Wash., a subsidiary firm later merged in the parent body. Of the 4 cancellations, two were taken by each yard.

217702 SEWICKLY compl. 1919. To WM&S 9/1922, BU 1925
217718 MAHNET do do do do BU 1924
218422 HIMOTO do do do do BU 1924
218423 HYANNIS do do BU 1924
218449 ASOTIN do do To WM&S 9/1922, BU 1924
218759 CONEWAGO do do do do BU 1924
? BAYDEN compl as barge W.T.& B.CO. No. 70
? BERTRAND do do W.T.& B.CO. No. 71
? CABACAN)
? COZIAN)
? LEOTA) all completed as barges.
? DACULA)

CANCELLED: BIDARKA, BOWSER, WATCHUNG, YANTICAW.

NOTE: 1. Of output above, SEWICKLEY, MAHNET, HIMOTO, HYANNIS, CONEWAGO, CABACAN, COZIAN, & DACULA came from Olympia, others from Anacortes.

2. This yard also built for Australian Government - see end of list.

SMITH (H and Sons), CURTIS BAY, Md. 4 ways for E.F.C. Contract 8 Ferris hulls without engines, less 6 cancelled.

168536 BARRILLA compl as barge
? AQUASCO completion doubtful
CANCELLED: PIMLICO, TOMAPEAKE

SOMMARSTROHM BROS. S.B.Co., COLUMBIA CITY, ORE. 4 ways for E.F.C. Contract 4 Hough hulls and 4 Ferris hulls, all without engines. One Ferris hull cancelled.

HOUGH TYPE.

217198	MATTAPAN	compl.	1918.	To WM&S	9/1922,	BU 1924/5
217199	MUSKETO	do	do	do	do	BU 1924/5
217598	MARATANZA	do	do	do	do	BU 1925
217599	WANZU	do	do	do	do	BU 1924

FERRIS TYPE.

218761	DARDANIA	compl.	1919.	To WM&S	9/1922,	BU 1924
218762	DATIS	do	do	do	do	BU 1924/5
?	DAULIS	do	do	as barge		

CANCELLED: DELOS - but compl. 1920 as 5m bqtne KATE G. PEDERSEN O/N 220285

SOUTHERN S.B. & D.D.Co., ORANGE, Tex. 5 ways for E.F.C. Contract 10 Ferris hulls without engines, less 4 cancelled.

218622 ARENAS compl. 1919)
218911 GONZALIS do do) disposition wanted.
PERRO compl as barge
DELPHUS do do
CAHABA sold incomplete to Northern Tpn Co. to be completed as barge.
WINNSBORO launched, not completed, not documented.

G.M.STANDIFER CONSTRUCTION CO., This firm built at two yards - Portland, Ore., and Vancouver, Wash. Their contract was for 14 Ferris hulls and 12 Ballin hulls, all without engines. Of these, 1 Ferris and 6 Ballin hulls were cancelled.

However, both designs underwent modification at this yard. The Ferris type, though completed to specified dimensions, had twin screws instead of the normal single screw. The Ballin hulls, designed as composite vessels, were completed by this yard entirely of wooden construction. Of the actual output, all the (nominally) BALLIN type came from the Vancouver yard, and the (nominally) FERRIS type from the Portland yard except for KANGI, built at Vancouver.

FERRIS TYPE(NOMINALLY)

217141	BELDING	compl.	1918.	To WM&S	9/1922,	BU 1925
216940	KINEO	do	do	Sold for	BU 2/1922	
217355	AIMWELL	do	do	To WM&S	9/1922,	BU 1925
217356	KANGI	do	do	do	do	BU 1924/5
217357	OKIYA	do	do	do	do	BU 1923
217358	BENZONIA	do	do	do	do	BU 1925
217739	UMATILLA	do	do	do	do	BU 1923
218257	MOOSABEE	do	do	do	12/1923,	BU 1924

DOYLESTON compl 5/1920 as barge ECOLA by Monarch S.B.Co.
AKANAQUINT, ARVONIA, KUDAPASAN, MONTEZUMA and WABANAQUOT were all launched, not completed, not documented
DOYLESTON was the cancelled hull.

BALLIN TYPE(NOMINALLY)

217740	BUSHONG	compl.	1919.	To WM&S 9/1922, BU 1923
217741	BUTTONWOOD	do	do	Burnt in Lynn Haven Roads 1/2/23
218118	BUTTE	do	do	Sold for BU 9/1922 - believed WM&S. BU 1923
218119	BUSHROD	do	do	To WM&S 9/1922.
218255	BYFIELD	do	do	Sold UK for hulking 1922, finally hulked Germany 4/1922
218256	MENDORA	do	do	BU 1924

NOTE: All these vessels were sold to Nacirema SS in 1919 but repossessed later by EFC.

SUPPLE-BALLIN SHIP CO., PORTLAND, Ore. 4 ways for E.F.C. Contract 12 hulls of own design, without engines. One cancelled.

BALLIN TYPE.

216748	CALALA	compl.	1918.	To WM&S 4/1923, BU 1924/5
216833	DALANA	do	do	Sold 1921 and conv to barge MARIE C. BEAZLEY
216918	AIRLIE	do.	do	See note 1 below
217131	HARNEY	do	do	as THALA. See note 1 below
216922	WALLOWA	do	do	see note 1 below
217135	ASHBURN	do	do	Sold for BU 1925
217403	AWENDSAW	do	do	Sold back to builders 9/1921, then (b) CUBWOOD (Clinchfield Nav Co., placed under t. Cubwood SS., St. Johns, Nfl(O/N 143010) fdrd after burning off Charleston S.C. 29/8/1922
217404	BIRCHLEAF	compl.	1918.	See note 1 below
218525	DERTONA	do	1919.	To WM&S 6/1923, BU 1924/5
218723	DEVA	do	1919	do 9/1922,
218724	DIANA	do	1919	Sold back to builders 9/1921 then (b) CAWOOD (as for CUBWOOD but O/N 143011) then (c) CHARWOOD, (d) KIR CHEHIR (e) KIR ZADE (f) HISSAR (g) HISAR. Last 4 under Turkish flag. Wrecked at Black Sea entrance to Bosphorus 22/12/37

NOTES: 1. AIRLIE, WALLOWA, THALA ex HARNEY, and BIRCHLEAF were all sold back to builders 9/1921, then resold U.K. for hulking and finally hulked in Germany 4/1922.

2. All eleven of these ships were sold to Nacirema SS, between 7/1919 and 9/1919 and were all repossessed by EFC in 1920

TACOMA S.B.Co., TACOMA, Wash. 6 ways for E.F.C. Contract 10 Ferris hulls, without engines. 2 cancelled.

216894	BELOIT	compl.	1918.	To WM&S	9/1922,	BU 1924
217167	COLOMA	do	do	do	do	BU 1924/5
217445	FORT WRIGHT	do	do	do	do	BU 1924
217801	FASSETT	do	do	do	do	BU 1924/5
÷	DIONE					
÷	FORT HARRISON					
	FORT JACKSON			completed as barges but not documented.		
	FORT UNION					

CANCELLED: DEDONA, DOLON.

TAMPA DOCK CO., TAMPA, Fla. 4 ways for E.F.C. Contract 5 Ferris hulls complete with engines, 3 without engines. Latter 3 and 1 complete hull cancelled.

216873	NAMECKI	compl.	1918.	To WM&S 9/1922, BU 1924
217012	AGRIA	do	do	Sold for BU 4/1922
218568	COULTER	do	1919	To WM&S 9.1922, BU 1925
218947	HOOSAC	do	do	do do BU 1923
167706	FORT DADE	compl as barge.		

CANCELLED: FORT OGDEN, FORT GREEN.

TENNY (C.H.), HAMPTON, Va. 3 ways for E.F.C. Originally NEWCOMB LIFEBOAT Co., later HAMPTON S.B. & MARINE RAILWAY Co. Contract 4 Ferris hulls without engines, less 2 cancelled.

- KOHOKA
- LURA

launched, not completed, not documented.
KOHOKA launched while yard under NEWCOMB name, LURA while yard under TENNY name.

TERRY S.B.Co., SAVANNAH, Ga. 8 ways for E.F.C. Contract No. 9 for 10 McClelland type hulls, EFC numbers 63/72.

217118	QUINNESECO	compl.	1918.	To Coastwise SS, Norfolk,		BU 1930
217339	OGLETHORPE	do	do	To WM&S 9/1922,		BU 1924/5
217724	BAGANITO	do	1919	do	do	BU 1924/5
217991	BORAD	do	do	do	do	BU 1924/5
218154	BATTONVILLE	do	do	do	do	BU 1924/5
219181	TUWETANKA	do	do	do	do	BU 1924/5
-	ALVERTON	launched, not completed, not documented				
-	ASHMARE					
-	WAKANSICA					
-	WANAGI					

TRAYLOR S.B.Co., CORNWELLS, Pa. 6 ways for E.F.C. Contract No. 23 for 10 Ferris hulls (EFC numbers 177-186) without engines. Two cancelled

216796	ALVADA	compl.	1918.	To WM&S 9/1922,		BU 1924/5
216930	ALAPAHA	do	do	do	do	BU 1924
217036	BUHISAN	do	do	do	do	
217212	BULANA	do	do	do	do	BU 1925
217213	DARAM	do	do	Stranded off Bermuda- floated but sank in tow 9/10/1919		
217459	TANKA	do	1919	To WM&S 9/1922,		BU 1924/5
217589	ORATON	do	do	do	do	BU 1924
217866	SEYPEN	do	do	do	do	BU 1924/5

CANCELLED: ALBRITON, ALLERTON

UNION BRIDGE & CONSTRUCTION CO., MORGAN CITY, La. 6 ways for E.F.C. Contract 6 Daugherty & 6 Ferris hulls, allwithout engines, and 3 barges. All Daugherty hulls cancelled. Ferris hulls covered by contract No. 28 for EFC hulls numbers 204/9

216791	LA FORGE	compl.	1918.	To WM&S [illegible]1922,		BU 1924/5
217193	AMORON	do	do	do	do	BU 1924/5
217425	BOLIKON	do	do	Burnt off Galveston 23/12/20		
217426	BARUGO	do	do	further disposition wanted		
218386	UTINA	do	do			
218387	PYRAMUS	do	do	Conv. to barge about 1920 - foundered off Tampico 19/2/21		

BARGES: 218601 RAMOS, 218602 IBERIA, 218603 VERMILION

UNITED STATES MARITIME CORP., BRUNSWICK, Ga. 4 ways for E.F.C. Contract 9 Ferris hulls without engines, less 6 cancelled.

218350	EUHARLEE	compl. 1919. (b) WASA (Yula Strs. Tdg Co., London)1920, O/N 143636. Burnt out after being beached on fire at Colonsay, Scotland, 24/5/20
218351	FERNANDINA	compl. 1919. To WM&S 9/1922, BU 1924
168543	WEEQUAHIC	compl. as barge

CANCELLED: ALDERROCK, ARNEIGH, OHELA.

UNIVERSAL S.B.Co., HOUSTON, Tex. 8 ways for E.F.C. Contract 18 Ferris hulls without engines, also 2 barges. Both barges and 9 hulls cancelled.

216401 NACOGDOCHES compl. 1918. To WM&S 9/1922
216893 BASCO do do do do
217427 BARIAS do do do do
217430 BANICAA do do do do BU 1925
217653 DARDORA do do do
217656 DAMACAN compl as barge
? RUMONTA dod do } for Northern Tpn Co. New
? ALLAIRE do do } names unknown
- SONIA launched, not completed, not documented

CANCELLED: ALLENDALE, PEASTA, PEMBIUS

WHITEHAVEN S.B.Co., WHITEHAVEN, Md. Contract 2 barges - no cancellations.
BARGES
219404 MONOKIN later MANOKIN (possible error in registra'n.)
219399 WHITEHAVEN

WILSON S.B.Co., ASTORIA, Ore. 4 ways for E.F.C. Contract 7 Ferris hulls without engines, less 3 cancelled

216914 QUOQUE compl. 1918. Stranded off Miami 13/1/1920
217014 LONOKE do do To WM&S 9/1922, BU 1924
217037 BONIFAY do do do do BU 1924
217496 WAKIKI do do do do BU 1925
217497 OWATAMA do do do do BU 1924/5
220478 EGERIA launched 1919, compl. 1920 by Coast S.B.Co., Portland, as stm. sch. BERT E.HANEY (for F.H.Ranson). Then (c) M.F.STERLING (Sterling SS Corp, Seattle). Burnt at Winslow,Wash,11/11/31
? ONTEORA launched, completion doubtful.

CANCELLED: MERIDAN

WINSLOW MARINE RAILWAY & S.B.Co., WINSLOW, Wash. No E.F.C. contract but finished barge GRIFFSON, O/N 220731, an incomplete Ferris hull launched by Nelson & Kelez

WRIGHT S.Y., TACOMA, Wash. 3 ways for E.F.C. Contract 9 Ferris hulls without engines. 2 cancelled.

217393 EYOTA compl. 1918. To WM&S 9/1922, BU 1924/5
217249 YAKIMA do do do do BU 1924/5

BOURNEVILLE, BOWESMONT, ELECTRA, ELISSA, ENDYMION all launched, not completed, not documented.

YORK RIVER S.B.Co., WEST POINT, Va. 4 ways for E.F.C. Contract 8 Ferris hulls without engines. 6 cancelled.

167796 AGRAM compl. as barge
- BACARRA launched, not completed, not documented

CANCELLED: DAMMERSON, SEATCO.

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ENGINE INSTALLATIONS CONTRACTS. The following firms did not build any hulls, but had contracts for engine installations. The number of such contracts is shown after the firm's name, and the number in brackets shows the total of cancellations for each firm:
Astoria Marine I.W. 27 (10); Barnes & Tibbetts 13 (9); D.W. Hartzell 10 (8); Heffernan Eng/ Co. 4 (nil); Jacksonville S.Y. 25 (10); Johnson I.W. 8 (6);Lord Cons. Co. 21 (12); Main I.W. 13(5); Moore Cons Co. 10 (5); National Eng Co. 8(3); Pacific Coast Engine Co. 6(2); Pacific Marine I.W. 16 (8); Todd Ship Co.10(3).

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AUSTRALIAN CONTRACTS. As mentioned, two yards built for the Australian Government. These orders were placed before the U.S. entered the war, but escaped requisitioning as they were for wooden ships and not steel. Consultations between the Governments resulted in the cancellation of Patterson McDonald's E.F.C. contract so that that yard could concentrate on the Australian orders. Sloans finished their orders and then built for E.F.C.

PATTERSON & McDONALD, SEATTLE.
136444 (br) BELLATA compl. 4/1918. (b) XENIA (Foreign & Domestic Tpn Corp, 10/1919) , O/N(U.S. 217197) (c) BELLATA - repossessed by Aust Govt. 1921. Hulked Sydney 1923.
136447 (Br) BUNDARRA compl. 5/1918. To F&D Corp 10/1919, not renamed. Repossessed 1921, hulked Sydney 8/1924.
150152 (Br) BIRRIWA compl. 6/1918. (b) WISTERIA (F&D Corp 10/1919) O/N (US) 219109 (c) BIRRIWA - repossessed 1921. Hulked Sydney 7/23
132467 (Br) BETHANGA compl. 8/1918 (b) PETUNIA (F&D Corp 10/1919) O/N (US) 219198 (c) BETHANGA -repossessed 1921. Hulked Sydney 23. Towed to sea and burnt 9/1930.
? BENOWA compl 11/1918. To J.E. Chilberg, Seattle 9/19, O/N(US) 219448. Repossessed 1920. Then to Pacific M/S Co,Seattle 1921 then Ocean M/S Co 1922, Admiral Line 2/1923 and BU 1924
? BABINDA compl 8/1918. To Chilberg 9/1919, O/N (US) 218986, repossessed 1920, then Pacific M/S Co 11/1920. Abandoned on fire off Santa Cruz, Calif., 3/3/1923.
? BALCATTA compl.8/1919. Same changes as BABINDA. O/N (U.S.) 219187. Struck off Lico 2/1921, towed bottom up to Talcahuano and BU there.
- BOOBYALLA sold incomplete to Chilberg 9/1919, compl. 10/1919, O/N(US) 219685. Repossessed 1920, then Pacific M/S Co 11/1920 then Ocean M/S Co 1/1922. Aban on fire nr Vancouver 12/5/29 towed into Seattle and hulked 2/1930.
- BERRINGA sold incomplete to F&D Corp 7/191, compl as (b) DAHLIA (10/19), O/N (US) 219200. Then (c) BERRINGA - repossessed 1921, O/B (Br.) 132475. Hulked Sydney 1923, towed to sea and burnt 9/1930.
BOORIKA - cancelled.
Of the foregoing, BENOWA, BABINDA, BALCATTA & BOOBYALLA were motorships, the others steamships.

SLOAN SHIPYARDS, OLYMPIA, Wash.
132464 (Br) CHALLAMBA compl. 7/1918. Later US O/N 219331. Stranded near Prince Rupert 18/6/1927, floated and BU
133491 (Br) CETHANA compl. 2/1918. Later US O/N 21933o. BU 1933
? COOLCHA compl.7/1918. Later US O/N 219729. Stranded near Esquimault 15/2/1923, floated, BU 1924.
137219 (Br) CULBURRA compl. 3/1917. Later US O/N 219540. Last US owner was Santa Cruz Oil Co., Tacoma. BU in USA 1941.

NOTE: All these vessels were sold to J.E.Chilberg in 9/1919 but were repossessed by the Aust Govt. in 1920. They were then sold in 1921 to Pacific Motorship Co., who resold in 1922 to Ocean Motorship Co. Except for COOLCHA(which had been lost) they were repossessed by Pacific M/S Co. in 1923. CETHANA & CHALLAMBA remained under these owners until the end, CULBURRA having been sold to Santa Cruz Oil Co in 1935.

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DESIGNS AND DETAILS. In the foregoing, hulls have been referred to by their popular 'type' names. Each had an official E.F.C. design number. Details are as follows:

EFC DESIGN 1001 - FERRIS TYPE: Wood, single screw, 3588 tons dwt. Standard dimensions 268 x 45'2" x 26'. Single deck. Triple expansion engines 188 n.h.p., amidships. Three island type. Slight variations between vessels of yellow pine (Atlantic and Southern yards) and those of Douglas Fir (Pacific yards.)

E.F.C.DESIGN 1003 - 'HOUGH' type.Wood, twin screw, 4005 tons dwt. 288 x 45 x 28. Tween decks in all holds. Triple expansion engines 198 n.h.p. situated amidships. Three island 'long bridge' type. Midship bulkhead full length of ship.

E.F.C. DESIGN 1004 - 'PENINSULA' type. wood, single screw, 4000 tons dwt. 269' x 48'3" x 27'6". Single deck, small tween deck in bridge structure. Double reduction geared turbines specified, though a number were completed with the standard 188 n.h.p. triplr expansion sets used in the Ferris type. Engines situated slightly aft of midships. Three island type.

E.F.C. DESIGN 1005 - 'GRAY'S HARBOR' type.Wood, twin screw, 4000 tons dwt. 274'6" x 49' x 28'1". Tween-decker. Triple expansion engines 324 n.h.p. situated amidships. Three island type.

NOTE: Four of this yard's output I have classified as WARD type - a designation applied to them by'International Marine Engineering'. I confess I cannot find any basic differences between these four and the other output of the yard, so this may be an incorrect classification. It does not appear as a separate design in the E.F.C. records. The name may stem from the fact that the Superintendent of the Gray's Harbor yard was Monty Ward, who undoubtedly had a hand in the design.

If anyone can clear this up I would be glad to hear.

E.F.C.DESIGN 1006 - 'DAUGHERTY' type. Wood, single screw, 4700 tons dwt. 300' x 48' x 28'6". Tween-decker. Triple expansion engines 296 n.h.p., situated aft.

NOTE: The DAUGHERTYs built by National S.B. Co., of Orange, Tex., had a deadweight capacity of 5000 tons on the same dimensions and were given a speeial design number - 1036.

E.F.C. DESIGN 1007 - 'LAKE AND OCEAN' type.Wood, single screw, 3500 tons dwt. 250' x 43'6" x 22'6". Sibgle deck. Triple expansion engine 189 n.h.p. situated aft.

E.F.C. DESIGN 1008 - 'ALLEN' type.Wood, 1 screw, 3650 dwt. 274'6" x 44'9" x 26'6". Single deck. Triple expansion engines 188 n.h.p. situated amidships. Three island type.

E.F.C. DESIGN 1009 - 'McCLELLAND' type. Composite, single screw, 3500 tons dwt. 270 x 45' x 24'3". Tween-decks. Triple expansion engines, 181 n.h.p., situated amidships. Three island type.

NOTE: The McCLELLANDs built by Terry SB Co and Mobile S.B. Co. were given a different design number - 1010 - yet as far as I can discover, the only difference was that these had a slight rake to the masts and funnel, as against the completely uprights of the other yards' output.

E.F.C. DESIGN 1011 - 'BALLIN' type. Composite, single screw, 4000 tonds dwt. 285' x 45' x 26'. Two decks. Triple expansion engines 211 n.h.p. situated amidships. Three island type.

NOTE: This design was later amended, and the last three ships built by Supple Ballin Co. (DEVA, DERTONA & DIANA) were built to DESIGN No. 1102 - with 2' greater beam and an increased deadweight capacity, by 505 tons, to the total of 4505 tons.

E.F.C. DESIGN 1084 - 'CONTINENTAL' type. Wood, single screw, dwt unknown. 198'6" x 36'6" x 20'. Single decker. (None completed - only vessel of this type was HASTNAI which emerged as a barge.)

E.F.C. DESIGN 1065 - PACIFIC AMERICAN FISHERIES type. Wood, single screw, 3500 tons dwt. 268'4" x 46' x 26'. Tween-decker. Triple expansion engines 180 n.h.p., situated amidships. Three island type.

BROXTON & SNOQUALMIE of the Puget Sound Co's output are described as GEARY type. They certainly differ from the rest of this yard's output and I would appreciate reasons and details.

The end.