

# VESSEL

**George L. Olson**

Official Number 215007

Hull Number  

Name (former) Ryder Hanify - Gabriel

Call Sign KJRB

Name (subsequent)  

Age 27

Power or Sail Power Masts 3

Value  

Decks 1 - 1 Tiers of Beams Funnels 1

Nationality US

Home Port CA, San Francisco

Hull material Wood - Pine and Fir - Salted - Galvanized Iron

Type Steam Schooner - Double Ender Stern  

Use Commercial Head Sharp

## DIMENSIONS

	REGISTERED	MOULDED	OVERALL
Tonnage (gross)	1428	Length (ft) 222.8	233.6
Tonnage (net)	814	Beam 43.6	m (Meters)
Tonnage	2275 underdeck	Depth in ft 16.5	ext (extreme)
Displacement	Draft	Freeboard	
Deadweight	Draft fwd	Poop Deck	
Deadrise	Draft aft	Forecastle	

## CONSTRUCTION

Built Year	1917	Keel Laid	
Built Where	CA, Oakland	Launched	22 January 1917
Builder	W. Frank Stone	Sea Trail	
		Sponsored	
Built For	J. R. Hanify Co.	Classification	
		Christened	

## COMMENTS

Sister Ship *Robert C. Sudden*  
 Sold to French Government and renamed *Gabriel*  
 Sold 1921 back to Oliver J. Olson Co. renamed *George L. Olson*  
 Lyman, John, Pacific Coast Wooden Steam Schooners 1884-1924, The Marine Digest, 1943

The "Ryder Hanify," which was built to the order of J. R. Hanify and Company of San Francisco, is 235 feet over all, 43 beam and 17 feet depth of hold, and is designed to carry 1,500,000 feet of lumber. She will be driven by a 1,000 h.p. triple expansion engine built by the Main Street Iron Works of San Francisco and steam will be supplied by two B. & W. [Babcock & Wilcox Co.] boilers. Pacific Marine Review, March 1917:37

# SHIPWRECK DATABASE SUMMARY

## George L. Olson

Name (former)	Ryder Hanify - Gabriel		
Propulsion	Steam	Decks	1 - 1 Tiers of Beams
Masts	3		
Type	Steam Schooner - Double Ender		
Use	Commercial		
Tonnage (gross)	1428	(net)	814
Tonnage	2275 underdeck		
Displacement		Hull material	
Length (ft)	222.8	Wood - Pine and Fir - Salted - Galvanized Iron Fasteners	
Beam	43.6		
Depth in ft	16.5		

### CASUALTY

**Where** Coos Bay North Spit

<b>Year</b>	1944	Latitude	
<b>Month</b>	06	Longitude	
<b>Day</b>	23	GPS	
<b>Time</b>		Depth Feet	

### NATURE OF CASUALTY

Number	215007
Nationality	US
Age	27
Value	
Call Sign	KJRB
Home Port	CA, San Francisco
Built when	1917
Built where	CA, Oakland
Built by	W. Frank Stone
Cargo	Lumber: 1,400,000 feet
Owner	Oliver J. Olson & Co.
State	OR
POB	
Fatalities	
Cause	Stranded

The wooden steam schooner *George L. Olson* stranded at Coos Bay entrance on June 23, becoming a total loss, although without casualties. Maritime Events of 1943-1944. Newell, Gordon (Editor), The H. W. McCurdy Marine History Of The Pacific Northwest, The Superior Publishing Company, 1966:520

Ship Cracking Up: Has Lumber Cargo

COOS BAY. Ore. Dec. 21. (INS) - Coast guard headquarters said today that the S. S. George Olson, with about 600,000 feet of lumber still in her holds, is cracking up up on the North Spit beach. The Olson hit the north jetty on June 23 and drifted aground on Guano rock. She had about 1,400,000 feet of lumber aboard but some was salvaged. Long Beach Independent, Long Beach, California, Monday, 12-25-1944, Page 5

NO MIRACLE

COOS BAY, Ore. - (INS) - The sea has cast up lumber to build a new church for the Baptist congregation at Charleston on Coos bay - but it wasn't quite a miracle because they had to pat for it. The church bid \$301 for 500,000 of lumber stowed in the holds of the wrecked schooner George L. Olson aground in the bay. New Castle News, New Castle, Pennsylvania, 05-04-1945

# Owners

**George L. Olson**

Number **215007**

<u>Owner(s)</u>	<u>Year(s)</u>	<u>Vessel Name(s)</u>	<u>Home Port(s)</u>
J. R. Hanify Co.	1917-1917	<i>Ryder Hanify</i>	CA, San Francisco
Soc. Francaise d' Armement & de Commerce	1917-1922	<i>Gabriel</i>	France, Nantes
Oliver J. Olson & Co.	1922-1944	<i>George L. Olson</i>	CA, San Francisco

## Owner(s) Comments

Fours ships, built by Frank Stone at the Stone shipyards in Alameda county, have been sold to the French government for \$2,000,000. The ships are the Ryder Hanify, the Lucinda Hanify, both owned by John R. Hanify, and the Robert C. Sudden and Edna Christenson, owned by E. A Christenson. Oakland Tribune, 12-06-1917

Two new oil-burning steam schooners will soon make their appearance in the lumber-carrying trade at this port, it was announced at Los Angeles Harbor yesterday. They are the George L. Olson and the Whitney Olson formerly the Glshlaine and the Gabriel, respectively. The vessels former French steamers acquired not long ago by Oliver J. Olson, prominent lumber and steamship owner, are now being converted from coal burners to oil burners at San Francisco and will enter the lumber-carrying trade between northern ports and the harbor within a few weeks. Los Angeles Times, 03-09-1922

**NOAA Office of National Marine Sanctuaries West Coast Region**



Robert Schwemmer  
West Coast Region  
Maritime Heritage Coordinator



Last Modified. Day

# MACHINERY

**George L. Olson**Number **Main Engine[s]****Boiler[s]**

Type	Triple Expansion	2 Water Tube	
Built	05-1917	05-1917	
Builder	Main Street Iron Works	Babcock & Wilcox Co.	
Built Where	CA, San Francisco		
Propulsion	Steam	Boiler Size <input type="text"/>	
Cylinders	3 <input type="text"/>	Sizes <input -="" 26"="" 43"="" type="text" value="15 1/2"/>	Stroke <input type="text" value="33"/>
Propeller[s]	Single Screw		
Horsepower	1000 Indicated		

**Comments**

Boiler Heating Surface: 3552 square feet total

Working Pressure: 225 pounds

Fuel Oil: 150 tons

Radio Telephone

American Bureau of Shipping 1935

The "Ryder Hanify," which was built to the order of J. R. Hanify and Company of San Francisco, is 235 feet over all, 43 beam and 17 feet depth of hold, and is designed to carry 1,500,000 feet of lumber. She will be driven by a 1,000 h.p. triple expansion engine built by the Main Street Iron Works of San Francisco and steam will be supplied by two B. & W. [Babcock & Wilcox Co.] boilers.

The vessel is being rigged with three masts and three sets of powerful gear for working her three hatches. An unusual feature of the "Ryder Hanify" is the placing of her boilers on the main deck, thus allowing considerably more cargo space in the her hold and making the vessel more practical for general freighting if her owners ever decide to use her for anything buy lumber carrying. Pacific Marine Review, March 1917:37

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## THE "RYDER HANIFY"

The steamer "Ryder Hanify," designed and built by W. F. Stone, of Oakland, California, was successfully launched on January 22. Considerable interest centered in the launching owing to the fact that the ship, having a length of 235 feet, was launched at right angles into a channel much less than twice her length in width. Heavy anchors and chains were placed at the ends of the ways and carefully measured hawsers made fast to the vessel. These hawsers tightened and began to surge as soon as the ship left the ways, and in this way the hull was brought to a stand before reaching the opposite shore.

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The "Ryder Hanify" will be commanded by Captain Frank B. Zaddart, an old time Pacific Coast skipper, and after her trial runs, which will take place during the present month, she will be put in the lumber carrying trade.

## Photo Captions:

The "Ryder Hanify" taking the water. This craft has some interesting features, among which is placing of the boilers on the main deck instead of the hold.

The "Ryder Hanify" on the ways ready for launching at the W. F. Stone shipyard, Oakland, California.

Pacific Marine Review, March 1917:37

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## The W. F. Stone Shipyard

The W. F. Stone establishment is one of the best known shipyards on the Pacific Coast, having a long list of well known craft to its credit. The Stone yard was founded in 1899 at Harbor View, San Francisco, and was moved to its present location in Oakland in 1912. The list of vessels built at these plants during the past sixteen years is quite a pretentious one and includes the "Santa Barbara," "Santa Monica," "Elizabeth," "Carlos," "Chilcat" and "Anvil"; the schooners "W. H. Marston," "Soquel," "Salem," "Oakland," "Sausalito," "Neptune," "Moana," "Atlas," "Hermes" and "Golden State"; the bay freighters "Commodore," "Eagle," "Governor M. B M," "Lark," "Arabs," "Standard No. 1," "Pedro Costa," "Paladini Brothers," "Alexander Volta," "Polar Bear," "Falcon," "Frank B," and a fleet of fifteen tugs for the Crowley Launch and Tug Boat Company. The Stone shipyard has always been noted for its yacht work, many of the finest pleasure craft on San Francisco Bay having been turned out by W. F. Stone, who holds a high place as designer as well as a builder. The Gardner designed sloop "Westward" is one of the Stone-built yachts that has been singularly successful.

At the present time, two sister steamers, the "Ryder Hanify" and the "Robert C. Sudden," are being built at the Stone yard for the J. R. Hanify Company and Sudden and Christenson respectively. The dimensions of these boats are: length over all 233 feet 6 inches, beam outside planking 43 feet 6 inches, depth of hold from top of 12-inch ceiling next to assistant sister keelson to underside of deck planking 17 feet 6 inches. They are being built to carry 1,500,000 feet of lumber and when finished will probably be the largest wooden steamers in service on the Pacific Coast. Unlike the ordinary steam schooner they have a large underdeck cargo capacity, 2275 measurement tons, thereby being well suited for carrying lumber off shore and returning with a profitable underdeck cargo.

A new departure in the construction of wooden steamers has been worked into the design of these vessel by carrying the ceiling down at the ends as low as possible and crowning it up amidships. By fitting the ceiling in this manner a truss is formed along the sides and it carries a solid 14-foot wall two-thirds the length of the vessel to the stem. The planking, therefore, crosses the ceiling diagonally, making a very rigid construction. The main reason for installing the ceiling in this manner is to do away with the possible chance of hogging. Ordinarily the ceiling is fitted with the shear of the ship, running up to the bow, with a resultant tendency to bend down, but when the ceiling is crowned in the center and carried down at the ends, the natural tendency is to lift. In addition to gaining lifting power or tendency, structural strength is also gained because every strake of ceiling is carried to the bow, whereas in carrying the ceiling up only a portion of the strakes are carried to the stem. This illustrative of one result following the remarkable revival of wooden shipbuilding on Pacific Coast. The shipbuilder is constantly striving to get more and more results out of the materials worked into the wooden hulls he is fabricating and many improvements in ship construction are resulting. The classification societies are naturally keenly interested in the improvements being instituted at some of the wooden shipbuilding yards and the American Bureau of Shipping has warmly commended the ceiling construction in these two steamers.

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Generally speaking, the hulls of these two steamers are constructed of Douglas Fir. The keels are 18 inches moulded and 18 inches sided, the stems are of oak 18 inches moulded and 18 inches sided, the stern posts 24 inches molded, 18 inches sided at the keel and 24 inches at the center of the shaft. The rudder posts are of iron-bark, 18 inches moulded and 18 inches sided. The frames are spaced 32 inches centers, sided 12 inches and moulded at the keel 20 1/2 inches, at the bilge 15 inches, at the deck 10 inches and at the rail 9 1/2 inches and are carried up in way of the midships house. The main keelsons are sided 18 inches, moulded 24 inches; rider keelsons sided 18 inches, moulded 18 inches and sister keelsons sided 18 inches, and moulded to be flush with main keelson. The ceiling is 12 inches thick and edge bolted. The clamps are 14 inches by 16 inches, deck beams 16 inches by 16 inches, and 16 by 18 inches in way of hatches and masts, outside planking generally 4 inches thick, wales 6 inches thick and garboard strakes 6 inches by 16 inches.

The two steamers will be powered with triple expansion engines of 1000 horsepower which will be furnished by the Main Street Iron Works of San Francisco.

Mr. W. F. Stone has just designed an auxiliary schooner for Atkins and Kroll. This craft, a sail plan and inboard profile of which are shown herewith, is to be constructed throughout of teak and is designed to carry 500 tons deadweight. Her dimensions will be length over all 176 feet, beam moulded 38 feet 1 inch and depth moulded 14 feet 6 inches. This fine schooner will be built in Honk Kong.

Photo Captions:

One of the Two Big Steamers Building at the Stone Shipyard in Frame (G. W. Miller Photo.)

Deck Plan and Inboard Profile of a Schooner for Atkins Kroll Designed by W. F. Stone.

This Picture Shows the Method of Carrying the Ceiling Strakes Down in the Bow so that Every Strake of Ceiling Will Reach the Stem While the Planking Crosses the Ceiling Diagonally, Making for Stiffness. (G. W. Miller Photo.)

Park of W. F. Stone's Shipyard Crew Gathered Around the Bow Framing of One of the Big Wooden Steamers. (G. W. Miller Photo.)

Pacific Marine Review, November 1916:60-62

# BIBLIOGRAPHY

Number **NEWSPAPERS**

LAT	<input type="text" value="03-09-1917"/>
SBNP	<input type="text"/>
VSFP	<input type="text"/>
Lompoc Rec	<input type="text"/>
SLOTT	<input type="text"/>
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**SECONDARY**

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LRS	<input type="text" value="1918/19, 1919/20, 1945/46"/>
LRV	<input type="text"/>
JFS	<input type="text"/>

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