

Gunn and Daniel Dodge of San Francisco
 William H. Perry, Wallace Woodworth, Stephen
 H. Mott, and James M. Riley, all of
 Los Angeles, California
 Perry, Woodworth, Mott, Carrie A. Riley, and
 AA Polhamus, all of Los Angeles
 Same without Riley
 Same plus Mary B. Perry
 William H. Perry, Mary B. Perry, Estate of
 Wallace Woodworth deceased, and S.H. Mott,
 all of Los Angeles
 Same plus S. Simonsen of San Francisco
 Same without Mary B. Perry
 W.H. Perry, Mott, the Estate of Woodworth,
 and Rasmus H. Dyreborg Residing on the
 Brig Tanner
 Same without Woodworth
 W.H. Perry, Mott, and Robert S. Brown of
 San Francisco
 Brown, John Brannan of San Francisco, and
 George B. Hartman of Oakland
 Brown, Brannan, Hartman, W.S. Ray, S.F.
 Weeks, Jr., all of San Francisco, and
 W.S. Scammell and L.F. Scammell, both of
 Alameda, California
 William Newhall of Seattle, Washington
 A.H. Thompson, Anton Nobel, Albert T.
 Johnson, and Elmer E. Day, all of Port
 Angeles, Washington, and P. Shitles of
 Hadlock, Washington
 Samuel L. Estwold and Robert Dollar, both
 of San Francisco

May 2, 1873-August 17, 1875
 August 17, 1875-May 27, 1879

May 27, 1879-July 22, 1879

July 22, 1879-December 7, 1880
 December 7, 1880-June 23, 1883
 June 23, 1883-(that day only)

June 23, 1883-September 3, 1883
 September 3, 1883-February 23, 1886
 February 23, 1886-April 2, 1887

April 2, 1887-November 19, 1887
 November 19, 1887-December 20, 1899

December 20, 1899-March 31, 1900

March 31, 1900-October 24, 1900

April 10, 1901-November 20, 1903
 January 12, 1904-June 5, 1905

June 5, 1905-See End

End: The final document was surrendered at Port Townsend on February 24, 1908, and is endorsed, "Abandoned as unfit for service."

On January 13, 1865, the tonnage was changed to 286.33, the length to 129 feet, the breadth to 29.7 feet, and the depth to 11.7 feet. On May 29, 1865, the tonnage was changed to 254.9, and on March 11, 1882, to 291.23. The tonnage was changed finally to 291.23 net, 276.67 gross on June 23, 1883, as a result of changes in the admeasure-ment law.

The vessel was out of documentation from October 24, 1900, until April 10, 1901, and from November 20, 1903 until January 12, 1904. We have, therefore, no record of its ownership during those periods.

