The *Anne W.* was built as a steam tug in 1913 in a Portland shipyard. During her career she saw service from the Columbia River to Alaska, before settling in on Puget Sound. In a half-century working life she survived two sinkings, one grounding, as well as an unexplained disappearance on an early trip up to Cook Inlet in Alaska. On that score, an item in *The* *Seattle* *Times*, datelined Seward, Alaska, in 1916, refers to that unsolved mystery: "The steamship *Dora* arrived from Seldovia last night and says nothing has been heard of the tugs *Crosby* and *Anne W*. which, with three barges in tow, sailed from Hoonah, on their way from Seattle to Seward.”

Most of the tug's career was in the service of Pioneer Sand & Gravel, routinely plying the waters between the Steilacoom gravel pit and the home of Pioneer Sand & Gravel Company on Lake Union. They called her “Gravel Gertie”. The accompanying photo of the *Anne W.* pulling two heavily-laden scows was taken by the renowned Times photographer Joseph Scaylea.

The first sinking of the *Anne W*. occurred in 1944 and in the one of the worst possible locations: the Hiram Chittenden locks. The sinking was blamed on an errant log or "deadhead" that pierced her hull during the cycling of the lock. According to *The Seattle Times* in 1944: "The *Annie W.*, a 100-foot towboat, sank so quickly that crew members had barely time to jump from the tug to an adjacent barge before her decks were awash. No feet were wet, but the tug's cook lost his overcoat in the rush."

A second sinking took place without warning or explanation at her home moorage on Lake Union in 1963. The Pioneer Sand & Gravel Company's plant was located at 901 Fairview Avenue N, approximately where Duke's Chowder House is now. The watchman had seen nothing amiss on his morning rounds. However, about three hours later, men aboard the nearby Navy destroyer escort *Whitehurst* noticed the stern of the tug was beginning to sink. A party went over in a small boat, but by then the tug was mostly under water. A Foss Tug was pulled into service to raise the sunken tug.

Two years after that incident came the grounding of the *Anne W.* and two gravel scows on Vashon Island while on the way to Steilacoom. The explanation: The mate had fallen asleep on watch. Skipper Malcolm Lord, who had stood the opposite watch, had himself been asleep below deck. When asked by the Coast Guard examiner why mate Jim Smith hadn't been aware of the grounding, Lord replied "He sleeps like a log, same as I do”

Two years later, in 1967, the 54-year-old tug was retired from service. When she was retired in 1967, Bob Dorsey, her chief engineer, told a reporter "We've worn a groove in the water."

The last mentions of the *Anne W.* are a series of classified ads in 1978 and 1979 offering the tugboat for sale at the price of "$12,500 or offer." The ads note that the boat "needs some repair." If anyone knows of the Anne W. current existence, please let me know.

This is your station historian reminding you, that it’s easy to get buried in the past.