



M/V Chugach

U.S. Forest Service / Nolan Center Interpretive Panels

Interpretive Panel Design (60%)

Project Phase: DD

23 May 2022

PHASE: DESIGN DEVELOPMENT - GRAPHICS

When reviewing this submittal please proof and review all text, photos, photo captions, and layout designs.

All photos must be approved during this review phase so we can finalize high-resolution image/photo acquisition prior to final design.


REVIEW REQUIREMENTS:

If reviewing on a printed copy, please place a check on the appropriate line in the approval block just above the page number in the lower right corner of the submittal. Submit comments for any panels marked "As Noted" in a single consolidated Word document. Please annotate the page number and panel number for each comment.

If reviewing a PDF version using Adobe Acrobat Reader, please use the "Highlighter Tool" to highlight the appropriate line in the approval block just above the page number in the lower right corner of the submittal. Submit comments for any panels marked "As Noted" using the "Comment Tool" to place comments on the page.


OPTION 1:
APPROVED - NO CHANGES

Panel is approved to move into the next phase.

APPROVED:
<input type="checkbox"/> NO CHANGES 
<input type="checkbox"/> AS NOTED

OPTION 2:
APPROVED - AS NOTED

We will make changes to the panel as noted and the panel moves into the next phase.

APPROVED:
<input type="checkbox"/> NO CHANGES 
<input type="checkbox"/> AS NOTED



M/V Chugach
Interpretive Panels
Interpretive Panel Design (60%)

Designer: AF
Date: 23May22
Version: 1

Phase: DD

Scale:

APPROVED:

NO CHANGES

AS NOTED

GLOSSARY OF TERMS USED ON LAYOUTS:



[CUTLINES & BLEEDS]

Solid pink line = Cutline showing final trimmed panel size.

Bleed area = Artwork that extends outside of cutline. The bleed area is trimmed at the cutline and will not show on the final panel.

Pink line is FOR PLACEMENT ONLY, and WILL NOT be printed on final production panels.

FPO

[FOR PLACEMENT ONLY IMAGES]

Pink "FPO" = images that are FOR PLACEMENT ONLY. These images are being sourced as of submittal date.

Once high-resolution images are sourced and placed in the artwork, the "FPO" text will be removed.

Pink FPO is FOR PLACEMENT ONLY, and WILL NOT be printed on final production panels.

TBD

[IMAGE CREDITS TBD]

Image: TBD = Any images credits that are TBD (to be determined) will need to be resolved.

Pink TBD is FOR PLACEMENT ONLY, and WILL NOT be printed on final production panels.

OVERVIEW

[NOTES]

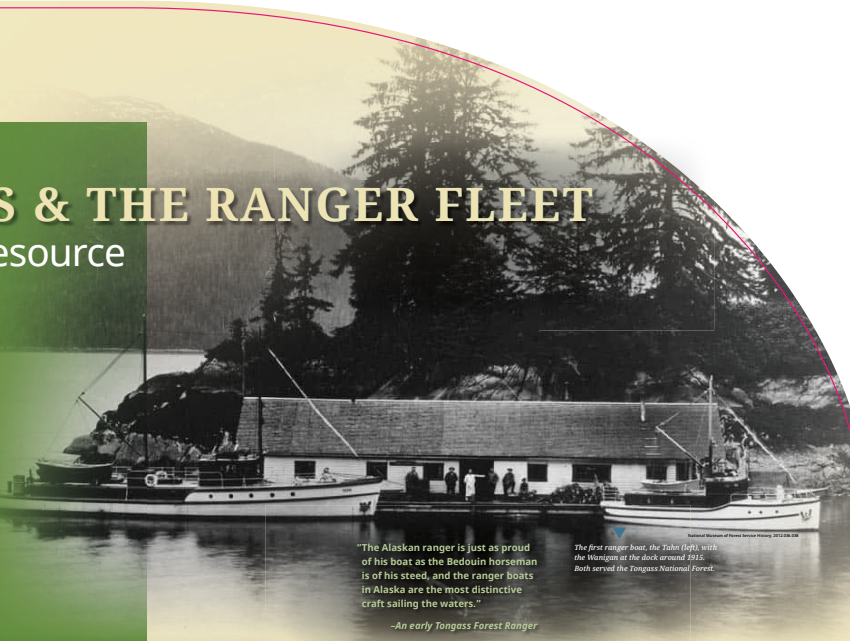
- Pink line indicates panel trim (contour-cut) and does not print
- All images shown are for placement only

ALASKAN RANGERS & THE RANGER FLEET

Taking the office to the resource

Since 1908, Forest Service ranger boats have plied the waters along the coastlines of national forests in southcentral and southeast Alaska. This unique management method took rangers to the resources, while rangers in the rest of the United States relied on horses and motor vehicles. By becoming mobile offices, the ranger boat fleet provided efficient and reliable transportation where the dense coastal forest made horse or vehicle travel inaccessible.

In 2016, the Forest Service decommissioned the last of the ranger boats—the M/V *Chugach*. You can tour the M/V *Chugach* just outside the Nolan Center!



"The Alaskan ranger is just as proud of his boat as the Bedouin horseman is of his steed, and the ranger boats in Alaska are the most distinctive craft sailing the waters."
—An early Tongass Forest Ranger

The first ranger boat, the *Tah*, left the *Wanigan* at the dock around 1915. Both served the Tongass National Forest.

Becoming National Forests

- 1867: Secretary of State William Seward acquires Alaska from Russia.
- 1888: Alaska canneries produce over one million cases of canned salmon.
- 1891: Congress passes a bill allowing the President to "set apart and reserve" public lands bearing timber.
- 1896: Gold is discovered in Alaska and Canada's Yukon Territory, fueling interest in the region's natural resources.
- 1897: The Forest Management Act gives the Secretary of the Interior authorization to effect rules and regulations to protect the resources of forest reserves.
- 1905: The Bureau of Forestry becomes the U.S. Forest Service. W.A. Langille becomes the Forest Supervisor.
- 1907: President Theodore Roosevelt establishes Tongass National Forest on September 10.
- 1907: President Theodore Roosevelt establishes Tongass National Forest on July 23.



The ranger boat fleet operated in Tongass and Chugach National Forests. It was known unofficially as the "Green Serge Navy" for the Forest Service uniforms. At its peak in the 1930s, the Forest Service operated a fleet of 33 ranger boats.

M/V Ranger 3 motors through Glacier Bay on April 4, 1966. Mt. Fairweather can be seen beyond the mist.

Filling a Need for a Fleet

W.A. Langille quickly realized the challenges of managing forest reserves in Alaska, particularly transportation in a region with few roads or trails. In 1905, he began petitioning Washington D.C. for boats to patrol Alaskan coastlines. Assistant Forester Fredrick E. Olmsted also pressed for boats, stating that an Alaskan ranger without a boat is like spiking "the supervisors of the Sierra Reserve to a rack at the top of Mt. Whitney and instruct[ing] them to run the reserve." Olmsted provided suitable specifications: a 60-foot launch with oak ribs and fir planking that could travel at 10 miles per hour with the necessary equipment. In 1908, the Forest Service received its first ranger boat, the 64-foot launch, the *Tah*.

Reaching Resources & Communities

The early Forest Rangers used ranger boats to travel to forest resources to survey homesteads, mark timber cases, enforce regulations, investigate trespass cases, and map cabins, fox farms, and cannery sites. Unofficially, rangers also used the boat fleet to respond to emergencies, deliver mail and medical supplies, and transport supplies to communities throughout southeast and southcentral Alaska.

"In case of any trouble or disaster in Southeastern Alaska, shipwrecks, sickness, or sorrow, the public appeals to the nearest ranger boat ... the appeal is never in vain."

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As the ranger boat fleet grew, the Forest Service established a station on Greenis Island near Sitka in 1915. The station, seen here in 1936, provided service and maintenance.



M/V Chugach Captain Spencer Strathairn (center) with a Wrangell District Ranger in 1960.

Adapting to Changing Needs

In the 1950s, the role of the ranger boat fleet began to transition. The Forest Service began to enter into 50-year large-scale logging contracts. Rangers made shorter trips over smaller distances to manage large logging operations. At the time, the need for ranger boats to transport multidisciplinary resource teams increased.

While the need for rangers, scientists, recreation specialists, and others to go to resources remained unchanged, the Forest Service transitioned how the Service would accomplish those needs. The Forest Service began using aircraft, towing bunkhouses, and chartering boats when needed.



Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 15%

Panel 1.1
48" x 60"

APPROVED:

___ NO CHANGES

___ AS NOTED

OVERVIEW

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The Busiest Boat IN THE FLEET

The M/V *Chugach* operated as part of the Forest Service Ranger Boat Fleet for 90 years. She launched in 1925 and operated out of Cordova until 1953 when she moved to Petersburg. The M/V *Chugach* became the last wooden Forest Service boat in commission until she went into dry dock in 2016.

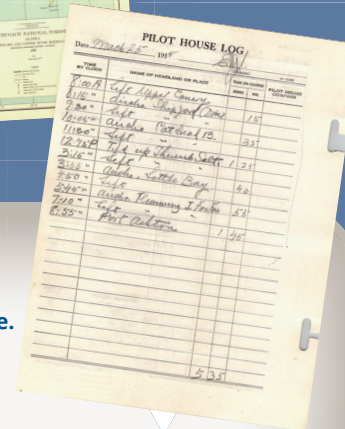


Chugach National Forest, 1936

The M/V Chugach Forest Service

"In wintertime *Chugach* was the only boat of any consequence out on Prince William Sound. Everyone else holed up for the winter."

—One of the later captains



The captain provided a fascinating account of the movements of the M/V Chugach on March 25, 1935—it looks like a long day!



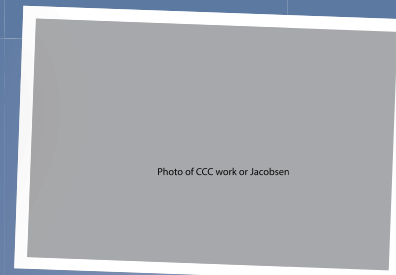
Internationally prominent archaeologist Frederica de Laguna prepares her equipments on the dock before traveling on the M/V Chugach to her research sites.

The Written Record

Forest rangers operated the robust M/V *Chugach* year-round to conduct management duties, visit far-flung communities, respond to emergencies, and transport people, mail, supplies, and medicine. The captains kept detailed log books that recorded their travels, destinations, maintenance, and the passengers traveling on the boat. All sorts of activities can be found in the logs: search and rescue missions, mail delivery duties, re-lighting lighthouses and navigation buoys, transporting troops during World War II, and carrying game wardens and hay to feed starving deer in winter.

The Civilian Conservation Corps

In the 1930s, the Forest Service administered the work of the Civilian Conservation Corps in Alaska. Most CCC crews worked in Tongass National Forest. In Chugach National Forest, the M/V *Chugach* transported about 50 CCC workers throughout the many islands in Prince William Sound.



Captain Erland Jacobsen enrolled recruits, delivered them to CCC camps, and deliver supplies monthly.



M/V Chugach
Interpretive Panels
Interpretive Panel Design (60%)

Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/3

Panel 3.1
36" x 24"

APPROVED:

___ NO CHANGES

___ AS NOTED

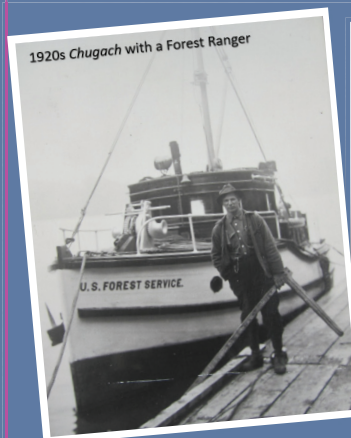
OVERVIEW

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M/V CHUGACH: A Purpose-Built Ranger Boat

Renowned Seattle naval architect L.H. Coolidge designed the M/V *Chugach* to specifications provided by the Forest Service for the purpose of patrolling thousands of miles of shoreline. Olathe Enterprises constructed the boat in 1925. Many considered the 62-foot, wooden-hulled crew vessel to be the top of the line—the best handling and most seaworthy of the entire ranger boat fleet.

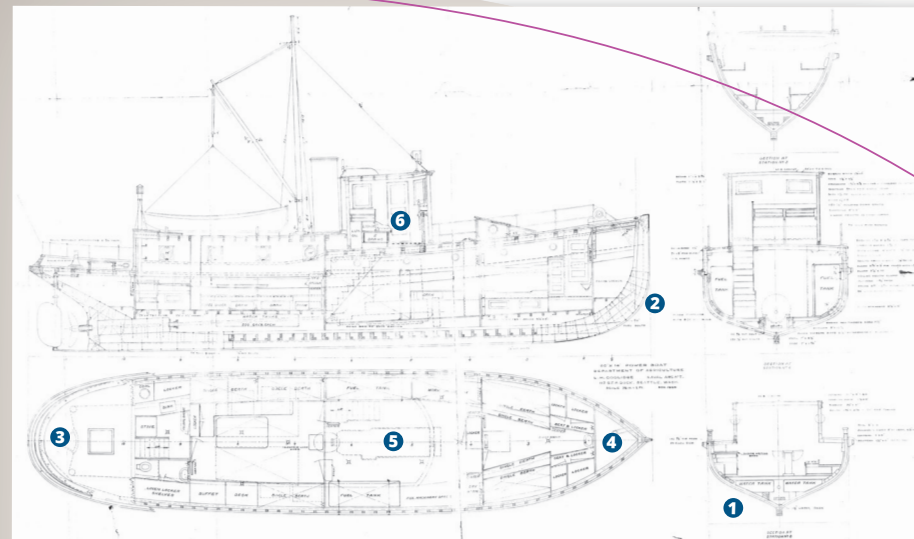


1920s Chugach with a Forest Ranger



A Forest Ranger stands on the pier in the 1920s.

The M/V Chugach, seen here in 1991, was placed on the National Register of Historic Places in 1992.



- 1 Round-bottomed: this provides great stability in rough seas
- 2 Forward-raked bow: this allowed the Chugach to break oncoming waves
- 3 Rounded fantail stern: this allowed the boat to break waves in a following sea (when winds are coming from behind)
- 4 Forecastle: the forward deck and the forward area where crew quartered boat
- 5 Engine Room: due to the weight of the engine and other machinery, this room was centrally located for stability
- 6 Wheelhouse: the operations center, where the captain controlled the boat

Final construction and outfitting costs, including engine installation, totaled \$26,185. The price included the Atlas engine (\$5,890) and the exchange value of the Hiawatha (\$12,500).

The M/V Chugach navigates the icy waters of Nunatak Fjord in 1928.

Sturdy Specifications

ENGINES

Original engine: three-cylinder, 75 hp diesel Atlas Imperial manufactured by the Atlas-Imperial Engine Company of Oakland, California; speed: approximately 8-9 knots

Second engine: installed in 1954 with a Gray Marine, 6-cylinder, 165 hp diesel engine, Model 64HN9

Present engine: installed in 1980 with an updated version of the Gray model

Generator: 32-volt electrical system could supply the needs for one or two days at anchor; batteries could be fully charged in one day's run

DISPLACEMENT: approximately 40 tons (a bit less than a humpback whale)

HULL: 62-feet long and 14.5 feet wide

FUEL CAPACITY: 5 tons

PROPELLER: original bronze propeller: 48 inches in diameter by 44 inches of pitch; quickly shortened to 46 inches



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Loc: M/V Chugach
Type: Phenolic

Scale: 1/3

Panel 3.2
36" x 24"

APPROVED:

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OVERVIEW

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WORKHORSES On the Water

In Alaska, Forest Service Ranger Boats served as “workhorses” for management. Rangers in the rest of the United States relied on horses and motor vehicles. This unique management method took rangers to remote resources in Alaska. Ranger boats managed Tongass National Forests—the largest national forests in the world—along 14,500 miles of coastline.

The Mobile Office

The fleet transported Forest Rangers and other personnel to conduct agency work such as surveying homesteads, establishing river gauge stations, marking timber lots, scaling log rafts, and investigating trespass cases. In addition, the boats ferried scientists, resource specialists, and recreational staff.

R. Baker takes the skiff ashore from the M/V Chugach in 1965. The Chugach is anchored near Killisnoo Island west of Admiralty Island.

The first ranger boat, the Than (left), with the Wanigan at the dock around 1915. Both served the Tongass National Forest.

Each ranger boat served a particular forest. The M/V Chugach served both the Tongass and Chugach over the years, a unique feature of her service.

Assisting Alaskan Peoples

Beyond their official management purpose, the ranger boat fleet allowed the Forest Service to provide vital assistance throughout southcentral and southeast Alaska. Rangers responded to emergencies, delivered supplies of food and medicine, transported doctors and nurses, and aided in the welfare and safety of isolated communities.

Captains and rangers often brought their spouses and families along. Donna Standerwick, Vickie Stevenson, and Ruth Ann Davis travel by ranger boat in 1962.

Forest Ranger Walter Hellen rides aboard Ranger 3 in 1919.

A page from the M/V Chugach logbook, 1936. The only other places ranger boats piled the waters were Wenatchee National Forest in Washington and Coeur d'Alene National Forest in Idaho.

Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/3

Panel 3.3
36" x 24"

APPROVED:
___ NO CHANGES
___ AS NOTED

OVERVIEW

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WORKHORSES on the Water

HOLD

*...boat served a particular...
...Chugach served both...
...and Chugach over the...
...feature of her service.*

Nat'l Museum Forest Service History

Captains and rangers often brought their spouses and families along. Donna Standerwick, Vickie Stevenson, and Ruth Ann Davis travel by ranger boat in 1962.

Forest Ranger Walter Hellen rides aboard Ranger 3 in 1919.

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Interpretive Panel Design (60%)

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Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/3

Panel 3.4
36" x 24"

APPROVED:

___ NO CHANGES

___ AS NOTED

OVERVIEW

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WORKHORSES on the Water

HOLD

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Interpretive Panels
Interpretive Panel Design (60%)

Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/3

Panel 3.5
36" x 24"

APPROVED:

___ NO CHANGES

___ AS NOTED

OVERVIEW

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A NEW ERA of Service



In the late 1940s, the fleet workload fell off in Chugach National Forest as timber needed for railroad construction waned. In 1953, the Forest Service transferred the M/V *Chugach* to the Tongass National Forest to replace M/V *Ranger 6*.



In 1972, Skipper Art Rosevold stands on the pier by the M/V Chugach with Keene Kohrt, Jim Russell, and Darryl Trac.

National Museum of Forest Service History, 2011.014.575

The M/V Chugach and a tug accompany the tribal canoes in 2013. The support vessels accompanied the canoes in case of emergency or a canoe in distress.

Major Timber Contracts

In the 1950s, the Forest Service began offering 50-year timber contracts to meet the demand in post-war Japan and other industrial nations. Large-scale logging took hold in Tongass National Forest to support mills in Ketchikan and Sitka. Rangers shifted from personalized contact with many timber operators to a bureaucratic-style relationship with large companies. A ranger could fly in for a few hours to manage a large operation rather than spend weeks on the water visiting multiple sites.

The Last Voyage

The M/V *Chugach* served as a support vessel for tribal canoes journeying from villages across southeast Alaska to participate in the dedication of the recently restored Chief Shakes Tribal House. Although the boat went out a few more times, this trip was "the last big voyage for the M/V *Chugach*."



The Chugach in Frederick Sound in 2008.



The crew and passengers relax on the bow of the Chugach near Kuiu Island in Washington Bay in 1972.

"We towed wannegans for the Wrangell District to the Bradfield Canal area and brought them back in fall. I discovered many crab traps near the Back Channel Narrows, I had to station a look-out on the Chugach's bow to help me dodge them."

—Captain Robert Kinville (served 1995 – 2010)



A crowd gathers to await the arrival of the canoes at the rededication of the Chief Shakes Tribal House.



A wanigan (often spelled wannegan) is a temporary shelter towed by boat or truck. The Forest Service towed this wanigan to Kuiu Island in Tongass National Forest in 1971 to serve as crew living quarters.



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Date: 23May22
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Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/3

Panel 3.6
36" x 24"

APPROVED:

___ NO CHANGES

___ AS NOTED

OVERVIEW

[NOTES]

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In the WHEELHOUSE

The captain operated the boat from the wheelhouse, which also contained the captain's sleeping berth. Responsible for the ship, the crew, and the passengers, captains piloted the ranger boat and escorted forest rangers to and from field outposts.

The captain maintained and repaired the boat himself on the fly—sometimes it required an ingenious sense of “make do” with materials at hand.

A Day in the Life Aboard the Chugach

“We have fond memories of the boat. Dad drilled safety into us. When we went to the boat's ‘head,’ situated in the engine room, we had to pass the large flywheel. Dad warned us that the flywheel could tear your arm off...”

—Nancy Jacobsen Lindholdt
daughter of Captain Jacobson



Credit TBD
Captain Erland Jacobsen aboard the M/V Chugach with his wife and a few Cordova residents.



Photo of Rachael Myron

Credit TBD

“You trusted the skipper; the skipper had extraordinary responsibilities for the boat; you trusted you could work and know you were in good care that you would find safe harbor; there was no uncertainty, a feeling of confidence.”

—Rachael Myron, Forest Service Archaeologist



Credit TBD
Captain Spencer Israelson takes photographs from the bow of the Chugach in 1960.



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M/V Chugach
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Interpretive Panel Design (60%)

Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/2

Panel 4.1
24" x 18"

APPROVED:

___ NO CHANGES

___ AS NOTED

OVERVIEW

[NOTES]

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Making Good USE OF SPACE

Everything—gear, linens, utensils, food, and more—had a secure and designated space on the M/V Chugach. As you explore, imagine what might be stored throughout the boat.

At Home on the Water
The M/V Chugach became a home away from home for the many crew members and passengers who would spend up to a month on the water. Eighteen-hour days could be extremely arduous and days off quite rare. How would you fare if you needed to spend a month at sea?

P1 - Photo of gear loading or people in the Chugach interior, to be sourced

Placeholder: Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh

R. Baker and G. Chelstad leave the Chugach for the shore in 1965.

Placeholder: Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh

P3 - Photo of captain, ranger, scientist, or passenger

Placeholder: Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh

P4 - Photo of captain, ranger, scientist, or passenger

Placeholder: Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh

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M/V Chugach
Interpretive Panels
Interpretive Panel Design (60%)

Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/2

Panel 4.2
16" x 16"

APPROVED:


___ NO CHANGES

___ AS NOTED

OVERVIEW

[NOTES]

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Mealtime in THE GALLEY

The captain of the M/V *Chugach* stayed with the boat while rangers and other passengers went ashore to conduct their work. The crew made sandwiches for their lunches while the captain cooked breakfast and dinner. The boat left the dock with a supply of staples, and seafood caught along the way also appeared on dinner plates.



P1- Photo of people in Chugach interior, to be sourced

TBD

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam

“I remember sharing a cup of coffee, coming home wet, cold, and tired to a hot, home-cooked meal and a warm, dry, safe, and comfortable space. The warmth of a wooden boat, and the camaraderie of all.”

—Roy Mitchell, Forest Service Supervisory Fleet Manager



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Interpretive Panel Design (60%)

Designer: AF
Date: 23May22
Version: 1

Phase: DD
Loc: M/V Chugach
Type: Phenolic

Scale: 1/2

Panel 4.3
10" x 18"

APPROVED:

NO CHANGES

AS NOTED

OVERVIEW

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Shut-eye in the COFFIN BUNKS

The M/V *Chugach* provided seven sleeping berths scattered throughout the boat's lower deck. Due to their small size, these berths are commonly called "coffin bunks" or "coffin lockers."

P1 - Photo of people in Chugach interior, to be sourced

"It was warm and cozy before and after braving the elements. It was home in the middle of the remote wilderness. It could be loud—the boat creaking at anchor, the feel of small swells and rocking, cabinet doors clicking, whales breathing, rain on the deck above. You can hear the anchor chain going up and down."
—Gina Esposito, Forest Service Archaeologist

C1 TBD Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat. Duis autem vel eum iriure dolor in hendrerit in vulputate velit esse molestie consequat, vel illum dolore eu feugiat nulla facilisis at vero eros et accumsan et iusto odio dignissim qui blandit praesent luptatum zzril delenit

"Quote TBD Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo

P2 - Photo of Gina on the Chugach if available

Credit
C1 TBD Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad

USDA THE NOLAN CENTER

Title (Workhorses)
Font: Noto Serif, 110pt
Style: Bold, caps

Subhead
Font: Noto Sans, 96 pt
Style: Regular

Introduction
Font: Noto Sans, 40 pt
Style: Bold

Introduction (Small Panels)
Font: Noto Sans, 38 pt
Style: Bold

Heading-1
Font: Noto Serif, 48pt
Style: Bold

Body
Font: Noto Sans, 24 pt
Style: Bold

Quotes
Font: Noto Sans, 24pt
Style: Bold

Caption
Font: Noto Serif, 18pt
Style: Medium Italic

Photo Credit
Font: Noto Sans, 10pt
Style: Semibold

W On the Unique to the Unique to the The Mobile

U.S. Forest Service rangers

“We have fond memories of the boat.

*R. Baker takes the skiff ashore
from the M/V Chugach in 1965.*

Photo credit



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M/V Chugach
Interpretive Panels
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Designer: AF
Date: 23May22
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Phase: DD
Loc: ALL
Type: Fonts

Scale: 100%













Fonts
Actual Size

APPROVED:













___ NO CHANGES

___ AS NOTED










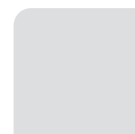


Primary Palette: Ramp Graphics

PANTONE OR CMYK	100%	Grayscale	
PANTONE 7692			77%
C 81, M 37, Y 0, K 0			59%
C 60, M 40, Y 18, K 0			55%
PANTONE Warm Gray 3			34%
PANTONE 427			22%
Black			100%

Palette 2: Center Graphics (interior)

PANTONE OR CMYK	100%	Grayscale	
PANTONE 370			58%
PANTONE 577			34%
PANTONE 7698			66%
PANTONE 403			56%
C 6, M 3, Y 25, K 7			18%
Black			100%

Palette 3: Inside Boat

PANTONE OR CMYK	100%	Grayscale	
PANTONE 470			71%
PANTONE 476			77%
PANTONE 7698			66%
PANTONE 7536			45%
PANTONE 7499			14%
Black			100%

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 Interpretive Panel Design (60%)

Designer: AF
 Date: 23May22
 Version: 1

Phase: DD
 Loc: ALL
 Type: Colors

Scale: 100%

APPROVED:

NO CHANGES

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