



# *M/V Chugach*

**U.S. Forest Service / Nolan Center Interpretive Panels**

**Interpretive Text (60%)**

Project Phase: DD

23 May 2022

### *Introduction*

The Alchemy of Design is pleased to present revised text for signage for the M/V *Chugach* exhibit.

### *Terms Used*

This document outlines the text and images planned for the panels.

- 1.0: The numbering system calls out individual graphic surfaces.
- T1: This designation indicates a text block, and T1 is the more important in the textual hierarchy. In many instances, secondary and tertiary text blocks are designated with sequential T numbers.
- P1: The P numbers are assigned to photos. The subject and file name in brackets serve as a reference and are not exhibit text.
- C1: The C numbers indicate captions used to support photos, illustrations, maps, and other visual imagery requiring explanation.

Panel 1.1 (4' X 5' - vertical)

T1

**ALASKAN RANGERS & THE RANGER FLEET**

*TAKING THE OFFICE TO THE RESOURCE*

T2

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!

P1

[Photo of early ranger boats]

C1

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

Credit

National Museum of Forest Service History, 2012.036.038

T3

*“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

P2

[Chart of Tongass National Forest]<sup>1</sup>

C2

Tongass National Forest, 1929

Credit NOAA’s Historical Map & Chart Collection

C2+3

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 11 ranger boats.

P3

[Chart of Chugach National Forest]

C3

Chugach National Forest, 1919

Credit

NOAA’s Historical Map & Chart Collection

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<sup>1</sup> Include a simple line drawing of Alaska with the two national forests outlined.

T4

### **Becoming National Forests**

1867: Secretary of State William Seward acquires Alaska from Russia.

1889: 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.

P4

[Photo of *Ranger 5*]

C4

M/V *Ranger 5* motors through Glacier Bay on April 4, 1904. Mt. Fairweather can be seen beyond the mast.

Credit

Alaska State Library, TBD

T5

### ***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 rock 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 *Tahn*.

T6	<b><i>Reaching Resources &amp; Communities</i></b>  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.
T7	<i>“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.”</i>
P5 C5	[Photo of Marine Station] As the ranger boat fleet grew, the Forest Service established a station on Gravina Island near Ketchikan in 1919. The station, seen here in 1936, provided service and maintenance.
Credit	TBD
T8	<b><i>Adapting to Changing Needs</i></b>  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.
P6 C6	[Photo of Cessna 180] Jack Johnson arrives on a Cessna 180 to join his team on the M/V Chugach in 1959.
Credit	National Museum of Forest Service History, 2011.014.175
P7 C7	[Photo of a team coming ashore] M/V Chugach Captain Spencer Israelson comes ashore with a Wrangell District Ranger in 1960.
Credit	National Museum of Forest Service History, 2011.014.198

Panel 3.1 (2' x 3')

T1

**THE BUSIEST BOAT IN THE FLEET**

T2

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.

P1

[Photo of *Chugach*]

C1

The M/V *Chugach* [add location and date if possible]

Credit

Forest Service

P2

[Map of Chugach National Forest, 1936]

C2

Chugach National Forest, 1936

Credit

NOAA's Historical Map & Chart Collection

T3

***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.

P3

[Photo of *Chugach*, with VIP]

C3

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

Credit

Alaska State Library, ASL-p350-30-042

T4

*"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<sup>2</sup>

P4	[Log page]
C4	The captain provided a running account of the movements of the M/V <i>Chugach</i> on March 25, 1935—it looks like a long day!
T5	<b><i>The Civilian Conservation Corps</i></b> In the 1930s, the Forest Service administered the work of the Civilian Conservation Corps in Alaska. The ranger boats made the CCC program possible in Alaska’s forests. Most CCC crews worked in Tongass National Forest. In Chugach National Forest, the M/V <i>Chugach</i> transported about 50 CCC workers throughout the many islands in Prince William Sound. [Add a sentence about the work in Prince William Sounds specifically.]
P5	[Photo of CCC work or Jacobsen, tbd]
C5	Captain Erland Jacobsen enrolled recruits, delivered them to CCC camps, and deliver supplies monthly.
Credit	TBD

Panel 3.2 (2’ x 3’)

T1	<b>M/V CHUGACH: A PURPOSE-BUILT RANGER BOAT</b>
T2	Renowned Seattle naval architect L.H. Coolidge designed the M/V <i>Chugach</i> 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.
P1	[Blueprint]
Credit	TBD
T3 (blueprint labels)	[Label key areas on the blueprint and explain their function or use.] <ul style="list-style-type: none"><li>● Round-bottomed: this provides great stability in rough seas</li></ul>

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<sup>2</sup> From National Register of Historic Places, endnote #28, Anderson Interview, November 24, 1989. Check for the captain’s identity if possible.

- Forward-raked bow: this allowed the *Chugach* to break oncoming waves
- Rounded fantail stern: this allowed the boat to break waves in a following sea (when winds are coming from behind)
- Forecastle: the forward deck and the forward area where crew quartered
- Engine Room: due to the weight of the engine and other machinery, this room was centrally located for stability
- 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).

T4

### ***Sturdy Specifications***<sup>3</sup>

- Displacement: approximately 40 tons (a bit less than a humpback whale)
- Hull: 62-feet long and 14.5 feet wide
- 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
- Fuel capacity: 5 tons
- Propeller: original bronze propeller: 48 inches in diameter by 44 inches of pitch; quickly shortened to 46 inches
- Materials:
  - Ribs: white oak steam-bent to shape
  - Stem: white oak
  - Deck planking: Douglas fir

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<sup>3</sup> Currently, only selected content from this section is represented in the graphic design. This approach to be discussed.



- Hull planking: Douglas fir
- Doors: teak
- Steering wheel: original wood and brass

P2 [Photo of *Chugach*, 1928]  
C2 The M/V *Chugach* navigates the icy waters of Nunatak Fjord in 1928.  
Credit TBD

P3 [Photo of *Chugach*, 1920s]  
C3 A Forest Ranger stands on the pier in the 1920s.  
Credit TBD

P4 [Photo of *Chugach*]  
C4 The M/V *Chugach*, seen here in 1926, was placed on the National Register of Historic Places in 1992.  
Credit TBD

Panel 3.3 (2' x 3')

T1 **WORKHORSES ON THE WATER**

T2 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 the resources in Alaska. Rangers used the boats to manage Tongass and Chugach National Forests—the two largest national forests in the U.S, with 14,500 miles of coastline.

P1 [Photo of *Chugach*]  
C1 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.  
Credit TBD

T3 ***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.

P2 [Photo of a ranger in action]  
C2 R. Baker takes the skiff ashore from the M/V *Chugach* in 1965. The M/V *Chugach* is anchored near Killisnoo Island, west of Admiralty Island.  
Credit National Museum of Forest Service History, 2011.014.275

T4 ***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.

P3 [Photo of wives]  
C3 Captains and rangers often brought their spouses and families along. Donna Standerwick, Vickie Stevenson, and Ruth Ann Davis travel by ranger boat in 1962.  
Credit National Museum of Forest Service History, 2011.014.238

P4 [Photo of ranger boat]  
C4 Forest Ranger Walter Hellen rides aboard *Ranger 3* in 1919.  
Credit Alaska State Library, TBD

P5 [Photo of logbook]  
C5 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.

Panel 3.4 (2’ x 3’)

T1 **IN SERVICE TO SCIENCE & COMMUNITY**

T2 One of the most significant contributions of the M/V *Chugach* is the role she played as a floating station for scientific research. Most notably, the M/V *Chugach* furthered the work of internationally renowned researchers, such as archaeologist Dr. Frederica de Laguna, ethnologist Dr. Kaj Birket-Smith, anthropologist Dr. Ales Hrdilcka, and others who all

worked to further our understanding of the peoples and natural resources of southcentral and southeast Alaska.

P1 [Photo of Eyak Lake]  
C1 Eyak Lake and the Copper River Watershed near Cordova are the traditional homelands of the Eyak people.  
Credit Alaska State Library, UAF-1997-139-657

P2 [Photo of Frederica de Laguna]  
C2 Dr. Frederica de Laguna (center) traveled on the M/V *Chugach* many times. In early 1933, de Laguna began excavating Eyak village sites around Cordova. In the 1950s, she worked on sites on Yakutat Tlingit lands.  
Credit Alaska State Library, ASL-P350-52-5-10

T3 ***Community Connections***  
  
The M/V *Chugach* connected communities—she transported people and materials that supported the lifeways and welfare of southcentral and southeast Alaska peoples. Local teenagers took the boat to harvest Christmas trees for the Cordova community. The boat transported wood for the construction of Cordova’s auditorium and the community’s first church<sup>4</sup>. Ranger boats ferried residents and school groups on picnics and camping trips. Ultimately, the M/V *Chugach* became a community taxi, school bus, moving van, mail truck, and more!

P3 [Photo of VIP, tbd]  
C3 In addition to ferrying government personnel from various federal branches, the M/V *Chugach* transported important passengers. Notable passengers included a Congressman, a Washington D.C. agency chief, and Territorial Alaska bureau chiefs.<sup>5</sup>  
Credit TBD

P4 [Photo of community event, tbd]  
C4 TBD  
Credit TBD

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<sup>4</sup> Identify church and location.

<sup>5</sup> Add names.

T4 ***Search & Rescue Operations***

Over decades of service, the *Chugach* regularly responded to emergencies, providing relief and some dramatic rescues. [Note this section to include details of rescues that can be supported by imagery, if possible. Rescues include S.S. *Pioneer*, *Ya-Sure*, *Taku*, and relief for the Exxon-Valdez spill.]

P5 [Photo of Gorst plane]

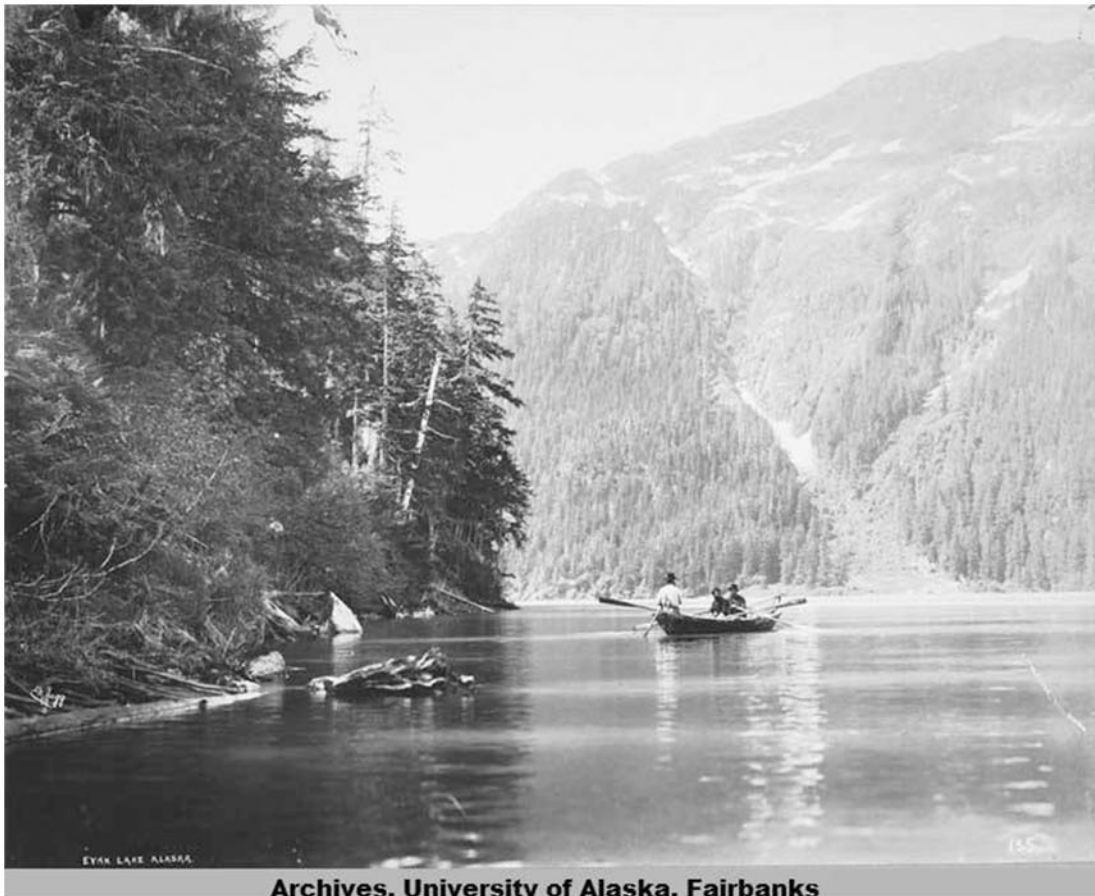
C5 In 1929, the M/V *Chugach* joined the U.S. Bureau of Fisheries boat *Kittiwake* to search for the Gorst Air Transport, Inc. amphibian plane, which was two days overdue. The aircraft gained fame for bringing the first passengers and “same day” newspapers to Alaska. The aircraft successfully escaped a storm by landing on a beach.

Credit Ketchikan Museum, 71.2.15.2

P6 [Photo of *Ya-Sure* rescue, tbd]

C6 In December 1938, the M/V *Chugach* came to the aid of the 45-foot fishing boat, *Ya-Sure*, which captured national attention when she grounded on a small bar in the Copper River delta. The M/V *Chugach* rescued Captain Bill Frazier and towed *Ya-Sure* to a Coast Guard cutter.

Credit TBD



Archives. University of Alaska, Fairbanks  
3.4P1 cdmg11\_30291\_full.jpg



Alaska State Library Historical Collections  
3.4P2 cdmg21\_12133\_full.jpg



No reproduction without permission, contact Ketchikan Museum

3.4P5 712152-2.jpg

Panel 3.5 (2' x 3')

T1

**SNAPSHOTS IN TIME**

T2

The M/V *Chugach* has undergone several design adaptations and restoration projects over her 90 years of service. The Forest Service added advanced instrumentation and propulsion for improved performance. The agency did, however, consult on restoration activities with the goal of maintaining her historical character and integrity.

P1

[Photo of *Chugach* in the 1940s]

C1

The M/V *Chugach* in Resurrection Bay on July 14, 1940 in the original white paint with crimson wheelhouse.

Credit

Alaska State Library, uaa-hmc-0105-S3-T3-11

T3

***A Boat of Many Colors***

[Additional research required to explain the various color schemes used.]

- 1950s - today: White with brown foredeck
- The original ranger boats sported yellow hulls and red deck houses.<sup>6</sup>

P2

[Photo of *Chugach* in naval gray colors]

C2

The M/V *Chugach* motors around Barry Glacier around 1945. During World War II, she was painted in naval grays and transported troops.

Credit

TBD

P3

[Photo of *Chugach* in green]

C3

In the 1950s, the Forest Service painted the M/V *Chugach* a shade called Heintzleman green for B. Frank Heintzleman, the regional forester who became Governor of Alaskan Territory in 1953.

Credit

TBD

T4

***The Chugach Gets a Refresh***

After decades of service, the Forest Service took the M/V *Chugach* out of service; however, they quickly determined the boat was

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<sup>6</sup> To be confirmed

sound and worth refurbishment. The boat underwent a major refurbishment in 1993 and re-entered service on May 20, 1995. Over 90 years of service, the external appearance of the M/V *Chugach* remained relatively unchanged from how you see her today.

P4 [Photo of *Chugach* during restoration in the 1990s]  
C4 TBD (Port Townsend Boatworks, Fall 1993)  
Credit TBD

P5 [Photo of *Chugach* during restoration in the 1990s]  
C5 TBD (Various)  
Credit TBD

T5 ***At the Boatyard***  
You are looking out over the Wrangell boatyard, where the M/V *Chugach* spent six years after restoration before coming here to the Nolan Center. The Wrangell Marine Service Center is a full-service boat yard in a strategic location between Anchorage and Seattle, in which large vessels can harbor for repair and storage. The boatyard is a deep-water and ice-free port where vessel owners can find a variety of skilled vendors for repairs, modifications, and upgrades to their boats.

P6 [Photo of *Chugach* during restoration in 2015]  
C6 TBD  
Credit TBD





3.5P1 cdmg13\_7976\_full.jpg



3.5P2 navy gray.png



Heintzleman Green, Cordova, ca. 1950s

3.5P3 1950s green.png



3.5P4a PICT0130 Fall 1993.JPG



3.5P4b PICT0011 May 1994 Port Townsend WA.JPG



3.5P5a PICT0281 Feb 22 1995.JPG



3.5P5b PICT0273 Feb 22 1995.JPG

Panel 3.6 (2' x 3')

T1 **A NEW ERA OF SERVICE**

T2 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*.

P1 [Photo of *Chugach*, 2008]  
C1 The *Chugach* in Frederick Sound in 2008.  
Credit Forest Service

P2 [Photo of *Chugach*, 1970s]  
C2 In 1972, Skipper Art Rosevold stands on the pier by the M/V *Chugach* with Keene Kohrt, Jim Russell, and Darryl Trac.  
Credit National Museum of Forest Service History, 2011.014.575

T3 ***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.

P3 [Photo of Chugach crew and passengers]  
C3 The crew and passengers relax on the bow of the *Chugach* near Kuiu Island in Washington Bay in 1972.  
Credit National Museum of Forest Service History, 2011.014.580

T4 *“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)

P4 [Photo of wanigan]

C4 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.  
Credit National Museum of Forest Service History, 2011.014.552

T5 ***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.<sup>7</sup> Although the boat went out a few more times, this trip was “ the last big voyage for the M/V *Chugach*.”

P5 [Photo of *Chugach* and canoes]  
C5 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.  
Credit TBD

P6 [Photo of Chief Shakes tribal house]  
C6 A crowd gathers to await the arrival of the canoes at the rededication of the Chief Shakes Tribal House.  
Credit TBD

Panel 4.1 (24w x 18h)

T1 **IN THE WHEELHOUSE**  
T2 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.  
P1 [Photo of captain]

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<sup>7</sup> This content is to be reviewed by the Wrangell Cooperative Association.

C1 Captain Spencer Israelson takes photographs from the bow of the *Chugach* in 1960.

Credit National Museum of Forest Service History, 2011.014.197

T2 ***A Day in the Life Aboard the Chugach***

T3 *“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

P2 [Photo of Jacobsen and family]

C2 Captain Erland Jacobsen aboard the M/V *Chugach* with his wife and a few Cordova residents.

Credit TBD

T4 *“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<sup>8</sup>

P3 [Photo of Rachael Myron]

Credit TBD

Panel 4.2 (16w x 16h)

T1 **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.

P1 [Photo of gear loading or people in the *Chugach* interior, to be sourced]

C1 TBD

Credit TBD

P2 [Photo of *Chugach* passenger going ashore]

C2 R. Baker and G. Chelstad leave the *Chugach* for the shore in 1965.

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<sup>8</sup> This quote is paraphrased from our Site Visit meetings. Quote to be edited and approved by Rachael Myron.

Credit National Museum of Forest Service History, 2011.014.276

T2 ***At Home on the Water***

The M/V *Chugach* became a home away from home for the many crew members and passengers who would 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?

T3 *“Quote TBD”*  
–TBD

P3 [Photo of captain, ranger, scientist, or passenger]  
Credit TBD

T4 *“Quote TBD”*  
–TBD

P4 [Photo of captain, ranger, scientist, or passenger]  
Credit TBD

Panel 4.3 (10w x 18h)

T1 **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]  
C1 TBD  
Credit TBD

T2 *“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<sup>9</sup>

Panel 4.4 (20w x 38h)

T1

**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]

C1

TBD

Credit

TBD

T2

*“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<sup>10</sup>

P2

[Photo of Gina on the *Chugach* if available]

Credit

TBD

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<sup>9</sup> This quote is paraphrased from our Site Visit meetings. Quote to be edited and approved by Roy Mitchell.

<sup>10</sup> This quote is paraphrased from our Site Visit meetings. Quote to be edited and approved by Gina Esposito.