

Maplehurst. 1922. November 30

Log of Coast Guard Station No. 300 (Portage)

Maplehurst. CA Tucker, Boatswain (L) in charge. District 11.

Crew: L. Hickey no. 1, surfman

Thomas Gill Deegan no. 2,

Oscar Marshall no. 3,

E. J. Bennetts no. 4, may be son Ernest of North Entry Lighthouse Noah and Susan.

H. R. Rogers no. 5,

F. Rundle no. 6,

A. S. Brozwich no. 7,

T. J. Hella no. 8

Substitute E. Inyre.

 means typist Barb Koski could not read the log penmanship.

Thursday Nov. 30th, 1922

Wind 7, barometer 25.70, temperature 30, surf VH (very high) at 4 am

Wind 15, barometer 29.00, temperature 29, surf VH at midnight.

Midnight to 8 a.m.

Telephone test made at 6 a.m. Line working well. Examined carbon and mica- condition good. (Concerns old telephone system)

Crew performing morning duties. Turned motor in power lifeboat no. 1866 - Motor working well.

8 am. To 4 pm.

Colors at 8 a.m. Crew at attention. Boatswain CA Tucker returned from liberty at 8 am. Inspection of station, grounds, buildings and apparatus at 8:10 a.m. - condition satisfactory.

Coast guard regulation 8:30 to 9:30 a.m. Semaphore signaling with regulation flags indoors 9:30 to 10:30 a.m. Omitted apparatus drill on account of snow - had procedure signs instead.

 L. Hickey left on liberty at 12:00 noon.

4 pm to midnight.

Changed dials at 4 p.m. all patrols and lookout duties properly performed.

Colors at sunset – Crew at attention.

__ light 6 pm to 9 pm with practice set indoors. Inspection of Station by officer in charge at 8 pm. Final inspection at 10 pm. Condition satisfactory.

Surfman E. J. Bennetts woke Boatswain (L) at 10:35 pm look at __ steamer which he thought was showing signals. Boatswain __ but could only see steamer going up lake. But not showing distress signals. Called crew. Had lifeboat ready to go at once if needed. Boatswain stayed in the lookout until midnight.

Friday December 1, 1922

Midnight to 8 a.m.

__ drill during terrific gale of wind and raging sea. Surfman Brozovich on lookout duty reported a small steamer N.W. of station and canal entrance about 4 miles out which appeared to be making heavy weather. Boatswain (I) remained in lookout with __ and watched steamer when she was about 4 miles west of station. She burned flares and sounded distress signals at 12:02 am. We then manned and launched lifeboat no. 1866withand myself at steering wheel. Got clear of strong current and heavy seas at canal entrance.

__ near steamer at about 1:45 a.m. Found steamer heading into the sea under her own power but making no progress in the high sea running which were sweeping her from stem to stern and demolishing her upper works.

It being apparent that she could never weather the gale we came up alongside and directed crew to stand by to jump into lifeboat each time we came alongside. Came about and came up alongside of her three times but none of the crew attempted to jump into our lifeboat until the 4th time we came alongside and one man jumped and was taken aboard. Others feared to leave the steamer. The 8th time we came alongside 3 more men were taken aboard. In the mean time vessel was being rapidly carried on the breakwater (piers). Though we came alongside time and again each time taking a chance of having our lifeboat smashed by coming close into her side. The men would not heed my orders to for them to jump into the lifeboat until the 10th time we came alongside when 5 more men jumped aboard. By this time the vessel had approached so near the breakwater that nor further attempts could be made to come alongside of her on the lee side. Her engines having stopped. She was broadside to the sea.

Came about again lifeboat motor began to miss being in a _ position. Proceeded to fall out to sea. ___ tremendous sea struck which carried away the remaining of the steamer upperworks and put out her lights as it was impossible to locate the steamer again.

(The following is a typed page by Tucker, as the above log ended at bottom of page so it continues here..)

And being in danger of having our lifeboat thrown on the breakwater in the event that the motor stopped, pulled out and headed for the canal with the nine survivors aboard, arrived at station at 2:50 a.m.

Furnished survivors with dry clothing from Blue Anchor Society supply. Had the men jumped each time lifeboat was put alongside the entire crew could have been saved. Survivors stated that they all feared to risk their lives in the small lifeboat and thought their chances were better in sticking to their ship, their Captain having told them that it was impossible for our lifeboat to live in such a sea. Precautions taken in having two men at tiller bar were of great aid in coming about quickly in maneuvering about vessel, as life boat was continually buffeted about by the backwash from the breakwater as well as encountering the high seas. By the time we reached the station the beach was strewn with wreckage. Left lifeboat at station in charge of one surfman and remainder of crew patrolled the beach in search of possible survivors that might have been washed ashore from steamer which had struck and sunk about 1 mile west and 200 feet from the breakwater. At daylight all that was visible of the steamer was part of her hull and smokestack and two derricks above the water.



8 am to 4 pm

Colors at 8 am. Crew at attention. L. Hickey returned from Liberty at 8 am. Continued patrol

throughout the day. During the day beach patrol found body of first mate MJ Smith. At request of vessel owners turn same over to undertakers.

4 pm to midnight

Changed dials at 4 pm. All patrols and lookout duties properly performed. No indentation on lookout dial from 12:30 am to 10 am. No indentation on patrol dial from 1 am to 6 am on account of the above. Colors at sunset crew at attention. Inspection of station by officer on charge at 8 pm. Final inspection at 10 pm Condition satisfactory.

Saturday December 2, 1922

Midnight to 8 a.m.

Telephone test made at 6 a.m. line working well. Examined carbon and mica - condition good. Crew performing morning duties. Turned motors in power 1866 lifeboat - working well.

8 am to 4 pm

Colors at 8 am. Crew at attention. Inspection of station at 8:10 am - condition satisfactory.

Omitted cleaning up station and airing bedding. Beach patrol continued thought the day. Recovered the bodies of Captain Nelson Manard, Steward Hughes first name unknown. Same turned over to undertakers. Boatswain (L) left station at 11 am took part Maplehurst crew that were saved to Hancock to take train to their homes. Received from P Rupp and sons 25 lbs soap.

4 to midnight

Changed dials at 4 pm. All patrols and lookout duties properly performed. Colors at sun set- crew at attention. Inspection at 7 pm

Launched ___ surfboat no 737 at request of lighthouse keeper Mr. Bennetts to assist him in putting those temporary lights on breakwall piers in place of light that went out of commission during the storm of December first. Returned station at 8 pm. No indentation on patrol and lookout from 7 to 8 pm on account of the above.

Inspection of station by officer in charge at 8 pm. Final inspection at 10:00 Condition satisfactory. Discharged substitute surfman E. Inyre at 11:50 p.m.

Sunday December 3, 1922

Mid to 8 am

Telephone tests made at 7 am. Line working well. Examined carbon and mica condition. Good. Crew performing morning duties. Turned _ power lifeboat motor working well.

8 am to 4 pm

Colors at 8 am. Crew at attention. Inspection of station grounds, buildings, and apparatus at 8:30 a.m.- condition Satisfactory.

Launched ½_ McLillian Surfboat no 737 at 9 am. Took insurance run out to wrecked steamer Maplehurst. Returned at 9:30 am.

HR Regus Surfman no. 5 returned from leave at 11:30 am. T Dugan no. 2 left on liberty at 12:00

4 pm to midnight

Changed dials at 4 pm All patrols and lookout duties properly performed. Colors at sunset- crew at attention. Inspection of station grounds by officer in charge at 8 pm. Final inspection at 10 pm - condition satisfactory.

Monday December 4, 1922

Midnight to 8 am

Telephone tests made at 6 am- line working well. Examined carbon and mica condition- good. Crew performing morning duties. Turned motor in power lifeboat no. 1866 - motor working well. (Dugan?) returned from liberty at 7:00 am

8 am to 4 pm

Colors at 8 am- Crew at attention. Inspection of station, grounds, buildings and apparatus at 8:10 am- condition satisfactory. Launched _ McLillian surfboat no. 737 at 8:15 am.

Went out to wreck Maplehurst to a picture of her. Returned at 8:46 am

Coast Guard regulations 8:45 am to 9:45 wig wag with regulation flag. Indoors 9:45 am to 10:45 am.

O Marshall surfman no 3 left on liberty at 12:00 noon.

Launched _ McLillian Surfboat no 737 at 2 pm to take insurance man and wrecker out to Maplehurst. Returned at 2:40 pm.

Had day patrol along beach looking for bodies. One body recovered about 7 miles east of station by fisherman and turned over to undertakers.

4 pm to Midnight

Changed dials at 4:00 pm. All patrols and lookout duties properly performed. No indentation. From 2 pm to 2:40 pm took man from lookout in boat to _ to wreck steamer Maplehurst.

Colors at sunset- crew at attention. Inspection of station by officer in charge at 8:10 pm Final inspection at 10:00 pm – condition satisfactory.

Tuesday December 6, 1922

Midnight to 8 am

Telephone tests made at 6 am. – line working well. Examined carbon and mica – condition good. Crew performing morning duties. Turned motor in power lifeboat no. 1866 – motor not working well.

O. Marshall surfman no. 3 returned from liberty at 7 am.

8 am to 4 pm

Colors at 8 am – crew at attention. Inspection of station grounds, buildings and apparatus at 8:10 a.m. – condition satisfactory. Motor boat laws 8:30 am to 9 am. Compass signals 9 to 9:30 am. Pilot rules 9:30 to 10 am. _ four _ spark plugs pure gallon distilled water.

Boatswain (L) and Surfman Rundle left station at 7 am patrolled beach looking for bodies from wrecked steamer Maplehurst. Patrolled beach east for three miles.

EJ Bennetts surfman no. 4 left on liberty at noon.

Sent surfman TJ Hella to patrol beach to look for dead bodies.

Motor in power lifeboat tested – working well.

One body from steamer Maplehurst found by fisherman 6 miles east from station

4 pm to midnight

Changed dials at 4 pm. All patrols and lookout duties properly performed. Colors at sunset – crew at attention. Inspection of station by officer in charge at 8 pm. Final inspection at 10 pm – condition satisfactory.

Wednesday December 6, 1922

Midnight to 8 am.

Telephone tests made at 6 am – line not working well. Examined carbon and mica – condition good. Crew performing morning duties. Turned motor in power lifeboat no. 1866 – motor working well.

EJ Bennetts surfman no. 4 returned from liberty at 7:00 am

8 am to 4 pm

Colors at 8 am – crew at attention. Inspections of station, grounds, buildings and apparatus at 8:10 am – condition satisfactory.

M Sorensen, a fisherman 5 miles east of station found body from steamer Maplehurst. Boatswain sent two surfmen to carry body to place where undertaker could get it with auto. Then surfmen patrolled beach east from station looking for bodies.

Boatswain (L) left station at 8:30 – went to Hancock with team after Wisconsin motor for lifeboat no 961. Portage Lake frozen over could not go after motor with station boats.

A.S. Brozwich surfman no. 7 exchanged liberty with surfman Regus left station at noon.

Boatswain returned from Hancock with Wisconsin motor at 12 pm. No drills held on account of looking for bodies and going after motor.

4 pm to midnight

Changed dials at 4 pm. All patrols and lookout duties properly performed. Colors at sunset – crew at attention. Occulting light 6 to 7 pm with practice set indoors. Inspection of station by officer in charge at 8 pm. Final inspection at 10 pm- condition satisfactory.

