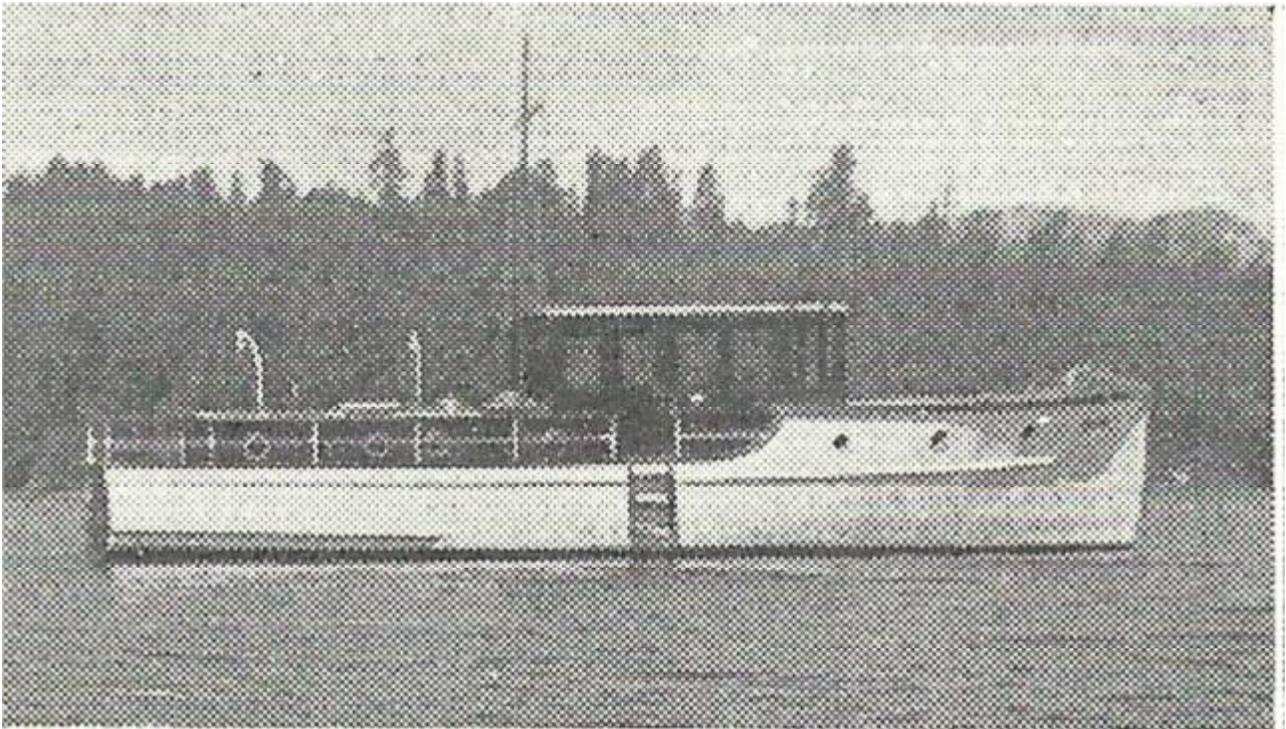


KATIE MACK 1932

KATIE MACK is a bridge deck cruiser built in Vancouver, British Columbia by brothers John D. and William L. McGregor. On the original registration of 8/3/1932 she is named HOALOHA, meaning "cherished friend" in Hawaiian. J.D. McGregor is listed as an engineer and W.L. as a machinist. The designer is unknown. She was built with a 1924 Sterling gas 85 BHP engine, 46' long, 11.2' beam and official number 157242. According to her long term owner, W. B. McDonald of Olympia, WA (1943 to 1987), she was built with no interior and used to transport Canadian whisky to the US during Prohibition.

The McGregor brothers sold her in March 1936 to Winnifred Gouge, the wife of Wilson Gouge, a Drumheller, Alberta mine manager. The Gouges had her retrofitted into a yacht by Boeing Aircraft of Canada Ltd., which had recently bought the Hoffer-Beeching Shipyard of Vancouver. Her pneumatic transmission tanks are reportedly from a B25 bomber. Wilson Gouge was a member of the Vancouver Island Power Boat Squadrons (#98), which had duties similar to the US Coast Guard Auxiliary. In July 1940, she was repowered with a 1937 Lycoming eight-cylinder gas engine of 165 BHP in Victoria, B.C.



This photo from Pacific Motor Boat, August 1937, has the caption: "The 46 foot 'Hoaloha', one of the most active of the British Columbia yachts, owned by Wilson George" (sic).

A written note on the original registration dated 10/8/43 states she was "sold to foreigners" and another note on 10/15/43 indicates "Registry Closed".

Her next owner was Wesley B. McDonald, the owner of the Avalon Theater in Olympia, WA. Her name was changed to MARBOB after his children Marilyn and Robert, and she was assigned her US official number of 244882. Mr. McDonald used MARBOB for taking friends and family on extended fishing trips, some for as long as two months to Alaska. He also entertained Hollywood celebrities and told the new owners in 1987 that Ronald Reagan and John Wayne had been on board. He also raced her in the Capital to Capital International Cruisers Race from Olympia to Nanaimo, B.C in July 1949, coming in 21st. In 1951 she was repowered with her current Gray Marine 6-71 diesel engine.



July, 1949. Courtesy of Puget Sound Maritime Museum

In 1987 Christopher and Susan Colby purchased her from Mr. McDonald and renamed her ELIZA, later WILD ROSE. They shipped her to Newport Beach, CA where they lived aboard for a number of years. They had a frame-up rebuild of the Gray Marine 6-71 done in 1992.



WILD ROSE in Newport Beach in the late 80's. Courtesy of Susan Colby

In 1993 the Colbys donated WILD ROSE to Young Life, a Christian youth development organization in Princess Louisa Inlet, B.C., on the site of the former exclusive Malibu Club. According to Don Prittie, the property manager at the time and current President of the Maritime Museum of British Columbia, they used her in their youth programs but found she didn't suit their needs and put her up for sale in 1995 with Wolfe Marine Sales, a Lake Union, WA boat broker.

In Feb 1996 she was purchased by Michael and Cheryl Baher who kept the name WILD ROSE with a hailing port of Seattle. In the winter of 1996-97 her transom was rebuilt after an accident. They upgraded a number of her systems and remodeled her saloon, removing the hinged, straw-filled double bunks on each side. They lived aboard for the bulk of their ownership.

John (Jack) McCarley and Jill McJury of Tacoma, WA purchased her at a bank foreclosure in 2004, unfortunately after the disappearance of her brass spotlight, original bronze anchor windlass and anchor roller. She was renamed KATIE MACK after their mothers. A boatwright trained at the Landing School of Boatbuilding and Design in Arundel, Maine, Jack spent nine years refurbishing the interior, refastening and replacing planking and upgrading plumbing and electricals. He lived aboard for the last five years.



Listing in YachtWorld.com, 2013

In May, 2013 she was purchased by Hugh and Pamela Harwood of Cumberland, Maine, who had her transported by truck across the country over nine days. She was used frequently on Casco Bay over the summer of 2013, after which she began an extensive restoration at Six River Marine in North Yarmouth, ME.



Summer 2014, at Six River Marine, N. Yarmouth, ME

From October 2013 to September 2017 she had a new section of Douglas-Fir keel scarfed on, and her horn timber, transom, stem and all planks and frames replaced. She was replanked with Alaskan yellow cedar from Vancouver and local white oak frames, floor timbers and stem. All her wiring was removed as was her plumbing. Her propeller shaft, struts, bearings and rudder were replaced. Upgrades were made to the engine and alternator. A crankcase air ventilation filter was added for improved fuel efficiency and decreased emissions and a solar panel was placed on the pilothouse roof.

As much as practical every attempt was made to return her to what is believed to be original (post rum runner) configuration with modern systems for safety and convenience. They plan to live aboard and hope they have helped preserve her for her next 85 years.

9/15/17