

U. S. Coast Guard Patrol Craft

Major Classes -100-feet to 150 feet in Length
1915 to 2012 - In Two Parts - This is Part 1

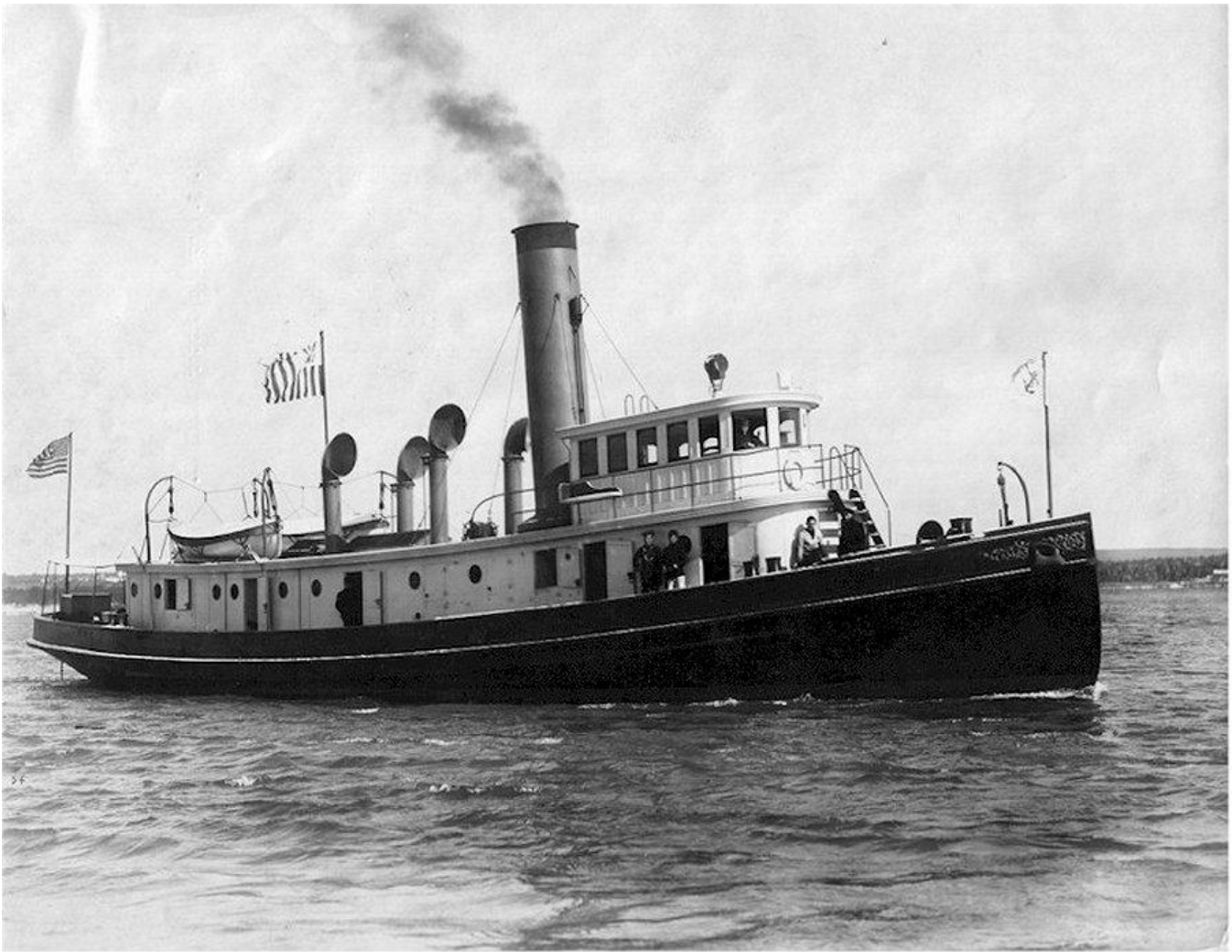
As this is written in early 2012 a brand new class of Fast Response Cutters (FRC) of the *Sentinel* Class will soon be coming into service with the U. S. Coast Guard. At 153-feet in length, they will be the new standard Patrol Craft for Deep Coastal and Near Offshore Patrol work and will likely become as familiar as the 110-foot Island Class which they will be replacing. This Photo Essay will provide a look at both the built for the purpose Cutters that came before the *Sentinel's* and some of the second-hand vessels which supplemented them in their duties through the years.



First FRC shown On Trials off of the LA Coast is the **Bernard C. Webber (WPB-1101)** on 28Nov2011. (USCG Photo)

In 1915 **General Order No. 1** effectively created the U. S. Coast Guard. The Revenue Cutter Service and Lifesaving Service were combined to create this New Service under the U. S. Treasury Department. On the 1915 **United States Coast Guard Vessels** list there was not a single ship which would meet my 100 to 150-foot length criteria, except for three Harbor Cutters. These were the *Mackinac*, *Golden Gate* and the *Manhattan*, and they would rightly be called Tugs rather than Patrol vessels. Although I suppose that the 110-foot *Mackinac* (pictured below) might be called the first In Shore Coast Guard Patrol vessel, based upon the duties which she carried out. She served first on the Great Lakes with her homeport in Sault Sainte Marie, MI and later in Boston, MA until 1939.

U. S. Coast Guard Patrol Craft

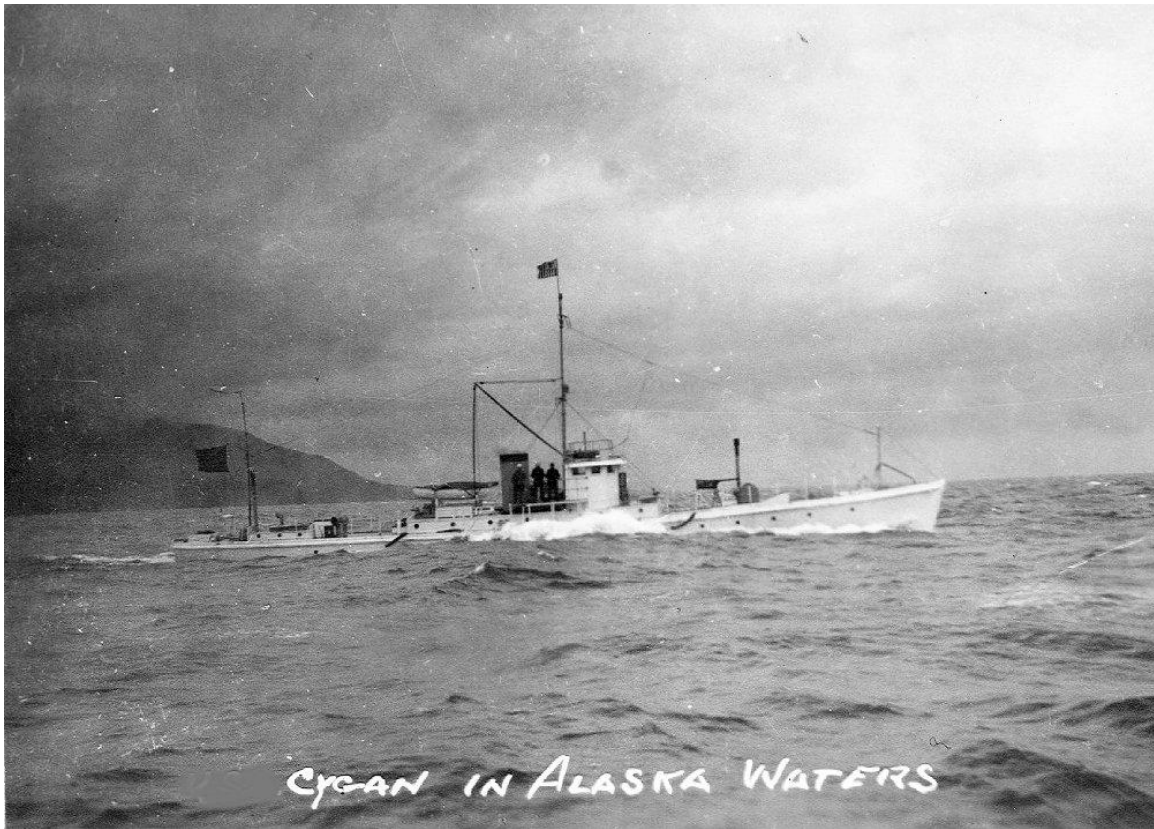


RC Mackinac shown in a photo from the 1914 edition of *Jane's Fighting Ships* via NAVSOURCE.

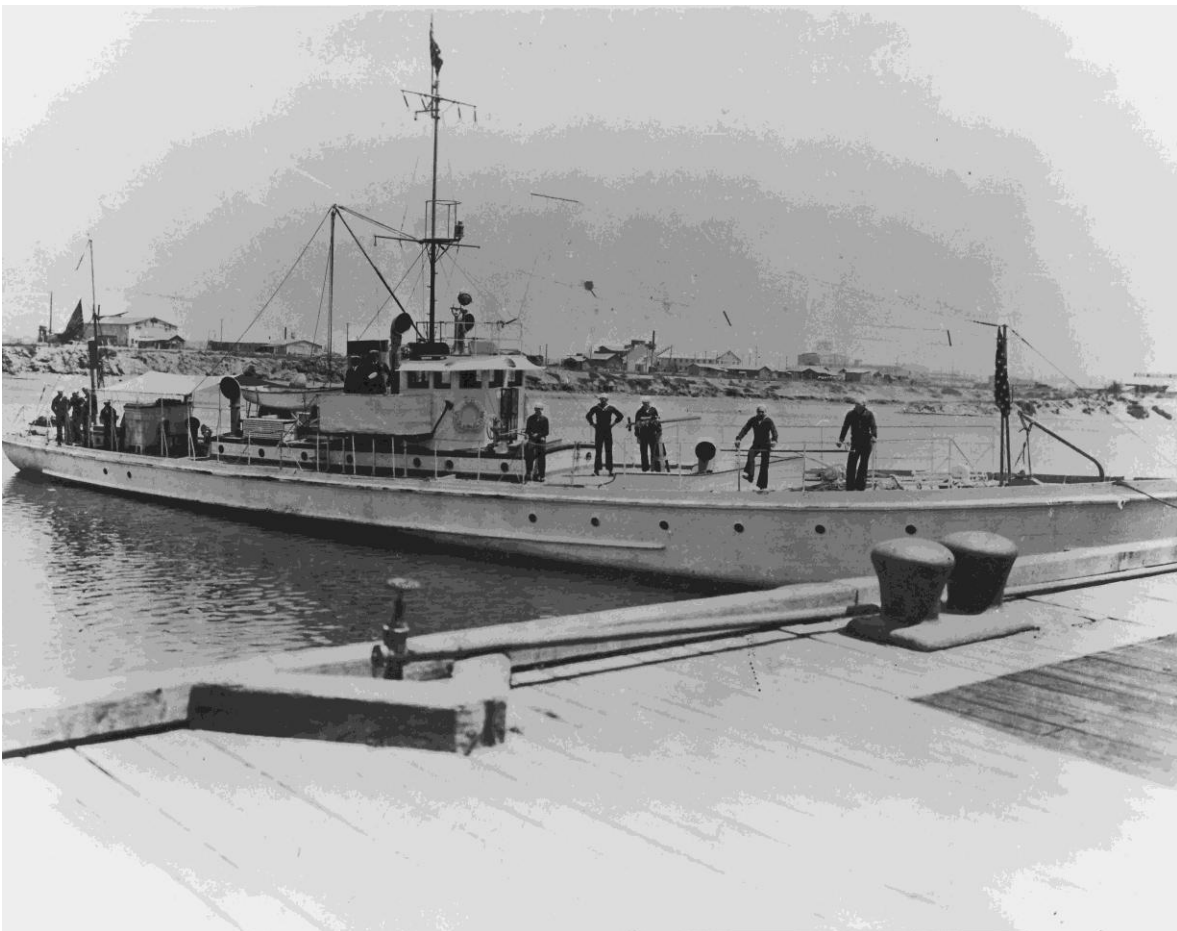
1919 saw the end of the First World War and a return to peacetime service for the Coast Guard. A new classification of vessels made its debut in the Fall of that year too, the **Inshore Patrol Cutters (IPC)**. There were 26 of these cutters on the official USCG Vessels list for 1920. Although three were reclassified as AB boats later as they were shorter than 65-feet in length. Of the remaining 23 cutters 21 were former US Navy 110-foot wooden hulled **submarine chasers** built for the World War. The other two listed were, the **Arcata** and **Swift**. The former was an 85-foot Harbor Cutter built in 1903 and the latter a former **USN Section Patrol** boat which had originally been a 66-foot civilian motor boat.

For some reason the **Adams**, the former sub chaser (**SC-268**), was omitted from the 1920 list, but added in 1921. So, altogether there were 22 of these 110-foot SC's which served as IPC's. While most served for only a few years, and then were sold or returned to the USN, there were exceptions. **Cygan** which is pictured below served from 1919 until 1936. From 1923 to 1927 she braved the winds and snows of the Alaska Territory while stationed at Ketchikan.

U. S. Coast Guard Patrol Craft



CGC Cygan (ex. SC-335) circa 1925 on patrol (from NAVSOURCE)



CGC Vaughan circa 1925 possibly at San Pedro, CA. She was sold in 1928 (from USCG files)

U. S. Coast Guard Patrol Craft

Coast Guard 110-foot Submarine Chasers

Name	ex.USN#	Dates of CG Service	Fate & Notes
Adams	SC-268	17Jan1920 - 25May1922	Sold
Boyce	SC-437	29Oct1919 - 31Aug1921	Returned to USN
Cook	SC-438	22Nov1919 - 28May1936	Sold - as civilian got Diesels
		<i>reacquired as WIX-375 Bonneville 5Mar1943 - 22Sep1945</i>	DC
Cygan	SC-335	22Nov1919 - 20May1936	DC
Deering	SC-333	4Feb1920 - 20Oct1922	Sold
Hahn	SC-415	16Dec1919 - 1Jan1923	DC - Then Sold 29Jan1923
Hansen	SC-68	14Jan1920 - 29Apr1927	Sold
Johansson	SC-435	21Oct1919 - 27Dec1922	Sold
Klingelhoef	SC-433	29Oct1919 - 31Aug1931	Returned to USN
Knudsen	SC-431	29Oct1919 - 31Aug1931	Returned to USN
Larsen	SC-203	21Nov1919 - 1Jan1923	DC - Then Sold 11Jan1923
Mehalatos	SC-197	14Nov1919 - 29Jan1923	Sold
Newbury	SC-70	19Dec1919 - 11Dec1925	Sold
Ovesen	SC-199	13Nov1919 - 1923	Sold
Quigley	SC-22	13Nov1919 - 1May1922	Sold
Richards	SC-27	13Nov1919 - 29Jan1923	Sold
Smith	SC-155	22Nov1919 - 2Jan1937	DC & Later Sold
Stellenwerf	SC-417	21Oct1919 - 7Jan1922	Sold
Talley	SC-334	9Feb1920 - 20Oct1922	Sold
Taylor	SC-153	22Nov1919 - 1Jan1923	DC
Tingard	SC-183	21Oct1919 - 3Jun1937	DC
Vaughan	SC-152	1Jan1920 - 28Mar1928	DC

Displ. 75T **Dim.** 110'x14'8.75"x5'11" **Eng.** 3-6-cyl. Gasoline; 660HP - 3-scr. **Sp.** 18Kts.
Cpl. 1-Off. 24-Enl. **Arm.** 1-1pdr



WIX-375 Bonneville (ex.-SC-438) circa 1943 (Official Photo)

U. S. Coast Guard Patrol Craft

World War II Acquisitions of WW I SC's

CG Desig#	Name	ex.USN#	Dates of CG Service	Fate & Notes
WPC-335	Boone	SC-229	14Aug1942 - 6Jun1945	DC-Trans. to WSA 8Mar1946
WPC-336	Blaze	SC-231	18Aug1942 - 25Sep1944	DC-Trans. to WSA 8Mar1946
WPC-365	Bowstring	SC-238	7Jul1943 - 23Dec1944	DC-Trans. to WSA 6Jan1945
WPC-372	Belleville	SC-258	20Mar1943 - 30Jun1945	DC-Trans. to WSA 2May1946

Displ. 167T fl **Dim.** 110'x14'9"x5'11" **Eng.** 3-6-cyl. Gasoline; 600HP - 3-scr. **Sp.** 14Kts.
Cpl. 2-Off. 25-Enl. **Arm.** 1-3"/23, 2-30cal. MG, 2-mousetrap, 2-DC tracks



BELLEVILLE

WPC-372 Belleville (ex.SC-258) Dec 1943 probably near Miami, FL (USCG Photo)

100-Foot Patrol Boats Built 1925-1926

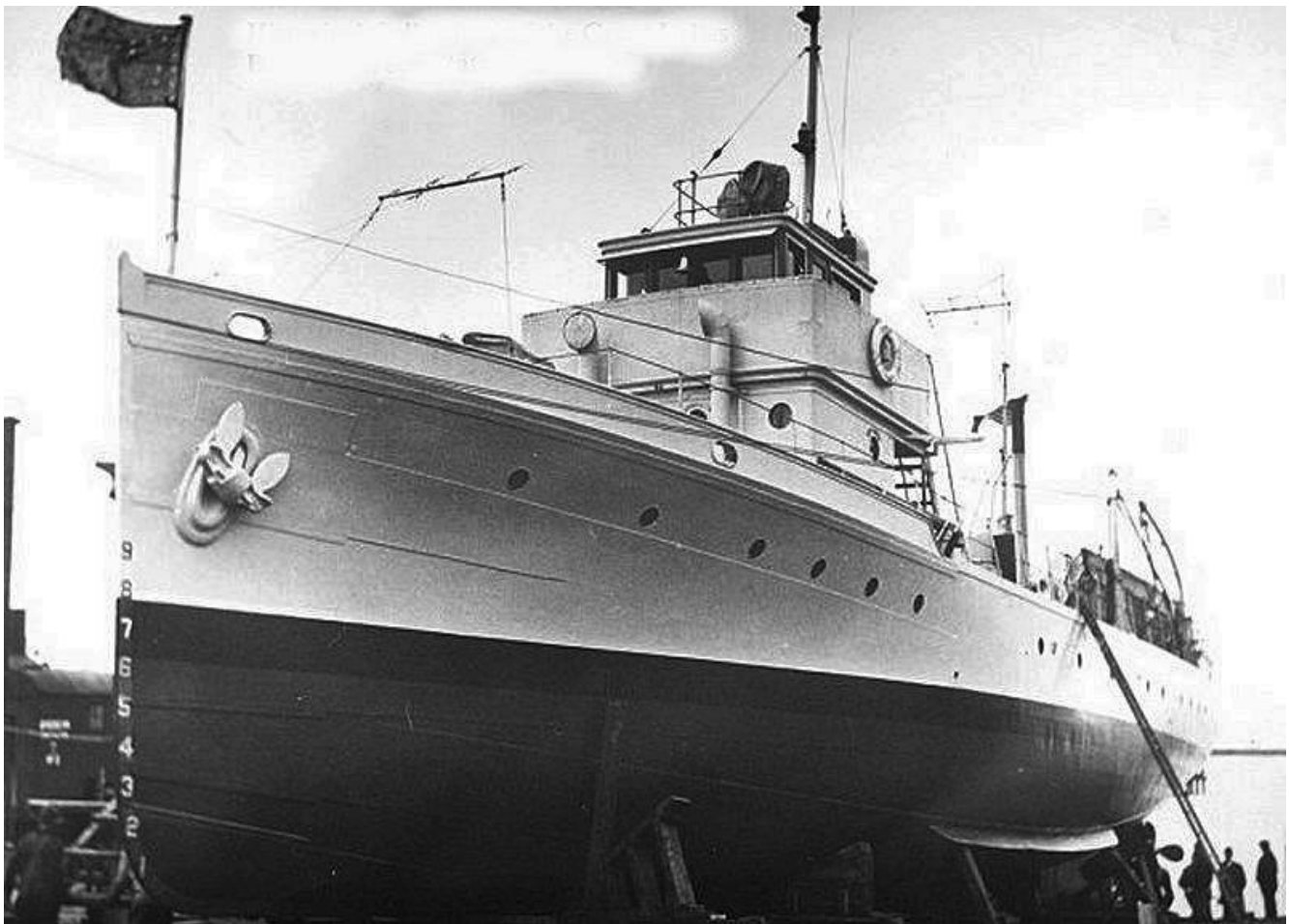
The middle years of the "Roaring 20's" saw the Coast Guard grow by leaps and bounds, both in terms of personnel and the number of floating units in operation. Chasing "Rum Runners" during the years of Prohibition was one of the foremost duties of the service since liquor smuggling was wide spread throughout the US. The 100-footers were the first Class of steel hulled Patrol Craft built for the purpose of combating the smuggling traffic off of the nations coasts. Thirteen of these sturdy small ships were built and were stationed on the East and Gulf coasts throughout the

U. S. Coast Guard Patrol Craft

Prohibition years, with a couple also seeing service on the Great Lakes as well. They were diesel powered and could sometimes reach 12 knots in a pinch, but were not adept at the pursuit of the swift rum running speed boats. Instead they were used to "Picket" the larger "mother" ships which transported the liquor to locations just beyond the US Territorial limits. Armed with a 3"/23cal. gun on their bows they could get the attention of those they confronted in forbidden waters.

Displ. 210T fl **Dim.** 99'8"x23'x4.5' **Eng.** 2-Diesels, 300HP, Twin-screw **Sp.** 12Kts.
Cpl. 1-WO, 14-Enl. **Arm.** 1-3"/23, 2-MG

<u>Name</u>	<u>Later USCG/USN#</u>	<u>Dates of CG Service</u>	<u>Fate & Notes</u>
Corwin	USN YP-62	21Oct1925 - 29Feb1936	DC, later Sold
Dallas	USN YP-61	29Oct1925 - 10Jan1936	DC - To USN
Dexter	USN YP-63	3Nov1925 - 31Jan1936	DC - To USN
Eagle	USN YP-64	11Nov1925 - 29Feb1936	DC - To USN
Forward	WAGL/WAK-160	14Nov1925 - 18Aug1947	Sold 9Sep1947
Gallatin	USN YP-42	10May1926 - 24Jul1935	DC - To USN
Mahoning	USN YP-41	15May1926 - 1934	To USN
Nansemond	WAGL-161 Phlox	1Jun1926 - 30Jan1949	Sold
Naugatuck	USN YP-56	6Jun1926 - 23Dec1935	To USN SurveyDuty
Patriot	USN YT-127/YP-69	12Jun1926 - 24Aug1936	ToUSN-NewWintonDis'ls
Perry		1Jun1926 - 31Dec1937	DC
Petrel	WAGL-162 Pine	16Jul1926 - 13Nov1936	DC
Wolcott		26Jul1926 - 12May1936	DC



USCGC Corwin Ready for launching at Defoe Shipbuilding in 1925 (from USCG files)

U. S. Coast Guard Patrol Craft

Not limited strictly to Law Enforcement these hardy craft made many rescues and were often sent out in challenging winter weather as attested to by the icy photograph below. And then later, when their careers chasing Rum Runners were over, many went on to second careers as Buoy Tenders or US Navy patrol craft (YP's) as noted above and pictured below.



Three views of the **Dexter**. First, all iced up returning from Patrol to Boston in about 1931.



Then later in 1935 in Cleveland on 14 July 1935 with the cutter **Tahoma** in the background. (USCG)

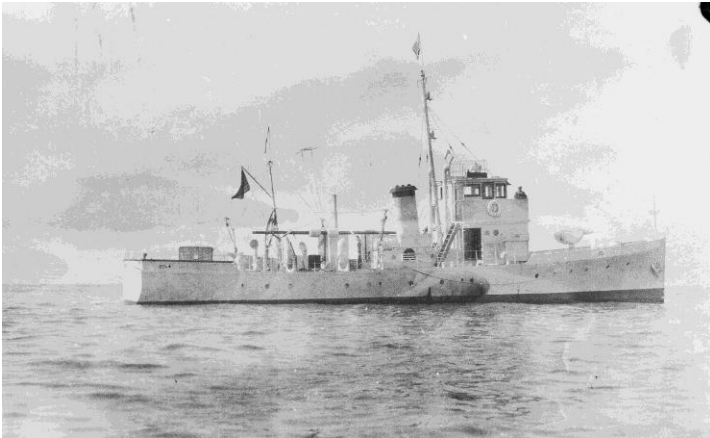


And finally, in USN service as **YP-63**, we see the former DEXTER at Buffalo in 1936. (USN)

In the next few pages are more photos of 100-footers in various stages of their careers. They did yeoman like duty for more than 10 years despite their apparent shortcomings in speed and

U. S. Coast Guard Patrol Craft

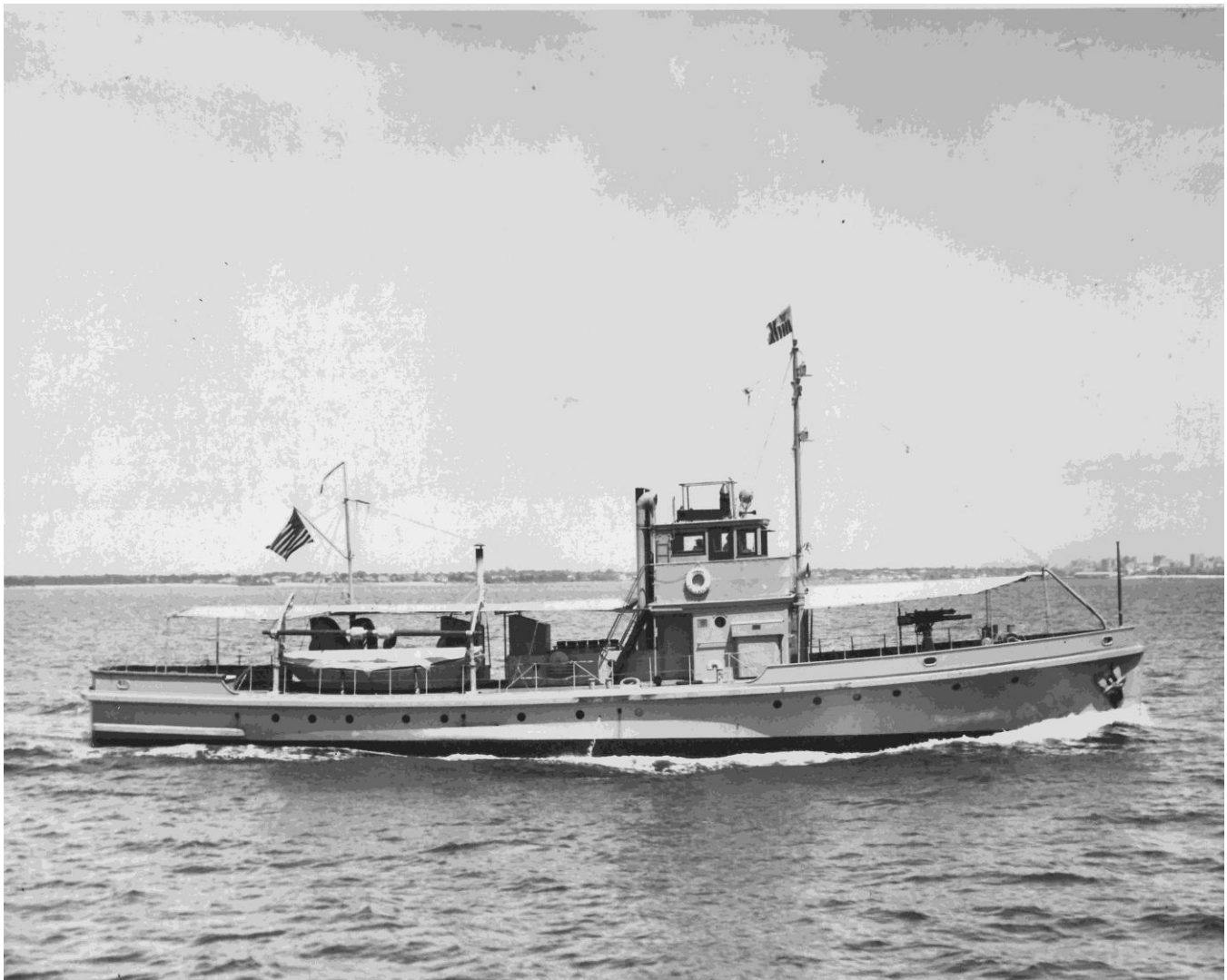
maneuverability and have been largely forgotten as they were mostly overshadowed by their bigger cousins the 125-footers which outnumbered, outlasted, and usually out ran the smaller cutters which they resembled in many ways. Their original appearance was changed during the late 1920's by the addition of a stack for engine exhausts, and the mast moved behind the bridge.



USCGC Corwin Dec1932



USCGC Perry Jul1926



USCGC Petrel Off Cleveland 9Jul1928

U. S. Coast Guard Patrol Craft



WAGL-161 Phlox (ex. Nansemond) 24 March 1945 off Boston



YP-56 Nokomis (ex. CGC Naugatuck) at Coco Solo, CZ 9 Mar 1937 (Official USN Photo)

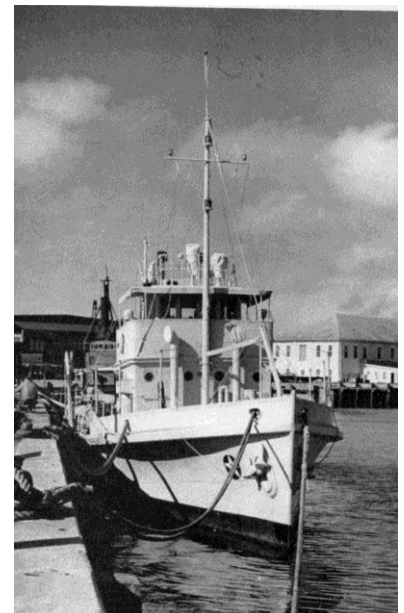
U. S. Coast Guard Patrol Craft



Two nearly identical photos of the **CGC Forward** on a cold & snowy St. Patrick's Day in 1939 somewhere in NY State. There is probably a story behind these photos that as yet I haven't found.

At the right is a small photo of **YP-69 Patriot** at Pensacola, FL. She was formerly classified as **YT-127** and had served at Guantanamo, Cuba in this capacity. She had been re-fitted with Winton Diesels in 1936. And was reclassified as a YP in March 1938. The Star in the Roundel on the bow indicates that she was then used in connection with Naval Aviation at Pensacola. Possibly to tow and recover the flying boats which were stationed there in large numbers. My best guess is that this photo was taken in the spring or summer of 1938.

While I have been able to gather a few additional photos of 100-footers over the years, I still lack photos of several members of the class and would be grateful if any readers can loan or contribute photos (especially underway views) of any of these ships. Rest assured I will handle them with care and return them promptly if so requested.



U. S. Coast Guard Patrol Craft

125-Foot Active Class Patrol Boats

The **Active** class 125-footers, sometimes called "Buck & a Quarters" were familiar sights all over the US for more than 40 years. They were all built in the New York Ship, Camden, NJ yards, across the Delaware from Philadelphia. They were designed to stay Off Shore for long periods of time and in all kinds of weather. And their designs were intended to provide the crew with adequate berthing and messing facilities for these extended Patrols. Space was allocated to allow for extra berthing in hammocks if all the bunks were full and extra sleeping room was required. For example, if large numbers of survivors were taken onboard. The 125's were armed in much the same manner as the 100-footers initially, but they had their firepower increased in time of war.



CGC Agassiz (later WSC-126) second of her class, on 30Dec1926 prior to commissioning, in the Delaware River near the New York Shipbuilding Corp. Yards where she and her sisters were all built

Displ. 232T fl **Dim.** 125'x23'6"x7'6" **Eng.** Varoius Diesels, Appx. 600HP - Twin scr. **Sp.** 14Kts.
Cpl. 3-Off. 17-Enl. **Arm.** 1-3"/23, 2-30cal. MG; in WW II 2-mousetrap, 2-DC tracks added

CG Desig&#	Name	Dates of CG Service	Fate & Notes
WSC-125	Active	13Jan1927 - 2Apr1962	DC - Sold 6Sep1963
WSC-126	Agassiz	20Jan1927 - 13Oct1969	DC - Trf. MMA 16Oct1969
WSC-127	Alert	27Jan1927 - 10Jan1969	DC - Sold 9Oct1969
WSC-128	Antietam (later Bedloe)	25Jul1927 - 14Sep1944	Lost in Storm
WSC-129	Bonham	29Jan1927 - 20Apr1959	DC - Sold 30Dec1959
WSC-130	Boutwell	21Feb1927 - 7May1963	DC - Sold 16May1964
WSC-131	Cahoone	21Feb1927 - 11Mar1968	DC - Sold 12Dec1968

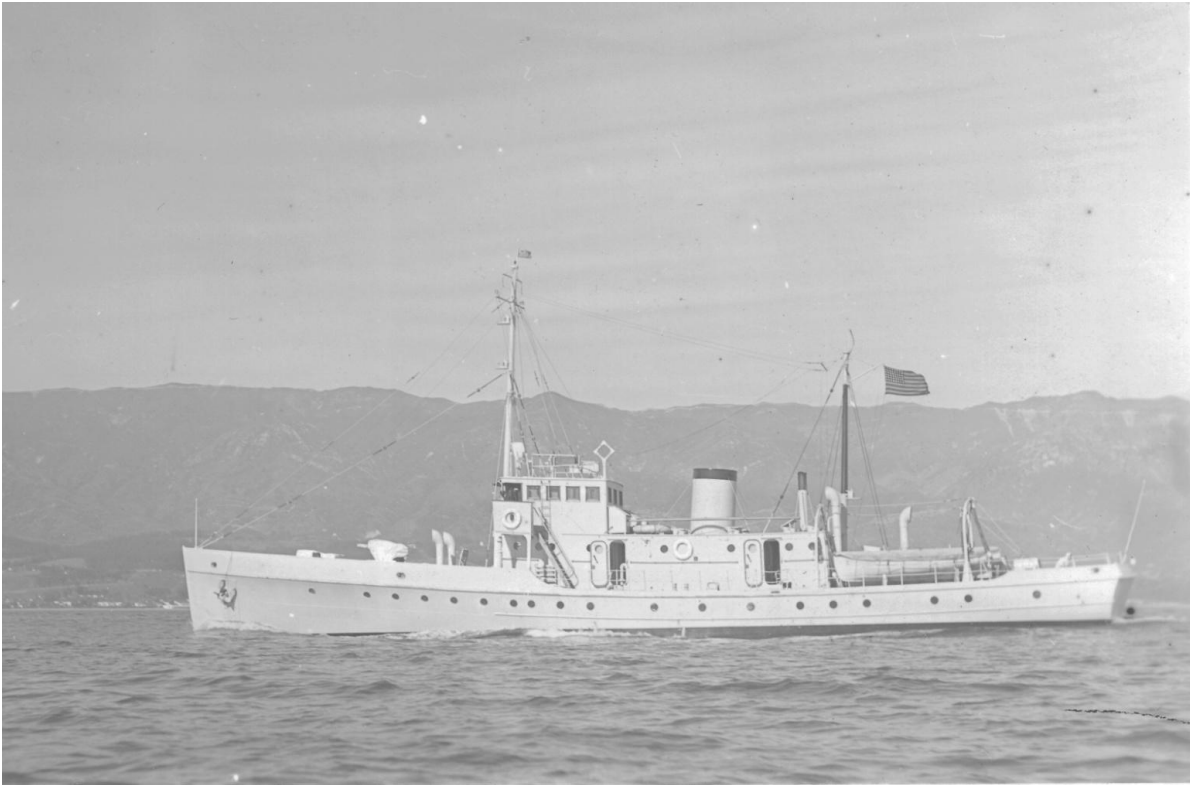
U. S. Coast Guard Patrol Craft

CG Desig#	Name	Dates of CG Service	Fate & Notes
WSC-132	Cartigan	3Mar1927 - 12Oct1968	DC
WSC-133	Montgomery (later Colfax)	7Apr1927 - 9Nov1954	DC - Sold 5Jan1956
WSC-134	Crawford	21Feb1927 - 15Aug1947	DC - Donated Woods Hole
WSC-135	Diligence	22Feb1927 - 30Sep1961	DC - Sold 30Jan1963
WSC-136	Dix	5Mar1927 - 13Jan1948	DC - Sold 16Jun1948
WSC-137	Ewing	26Mar1927 - 23Jun1967	DC - Sold 23Jan1969
WSC-138	Faunce	1Apr1927 - 13Jan1948	DC - Sold 16Jun1948
WSC-139	Frederick Lee	4Apr1927 - 15Dec1964	DC - Sold 19May1966
WSC-140	General Greene	7Apr1927 - 15Nov1968	DC-Trns. Newburyport M.A.
WSC-141	Harriet Lane	4Jan1927 - 29Apr1946	DC - Sold 16Jun1948
WSC-142	Jackson	14Mar1927 - 14Sep1944	Lost in Storm
WSC-143	Kimball	7May1927 - 31Dec1968	DC - Sold 24Feb1970
WSC-144	Legare	17Mar1927 - 5Mar1968	DC - Sold 29Nov1968
WSC-145	Marion	6Apr1927 - 15Feb1962	DC - Sold 8Mar1963
WSC-146	McLane	8Apr1927 - 31Dec1968	DC - Sold 14Nov1969
WSC-147	Morris	19Apr1927 - 7Aug1971	DC - To Boy Scouts
WSC-148	Nemaha	19Apr1927 - 21Jul1947	DC - Sold 14Jun1948
WSC-149	Pulaski	20Apr1927 - 4Dec1946	DC - Sold 14Jul1948
WSC-150	Reliance	26Apr1927 - 8Aug1947	DC - Sold 16Jun1948
WSC-151	Rush	27Apr1927 - 21Aug1947	DC - Sold 16Jan1948
WSC-152	Tiger	3May1927 - 12Nov1947	DC - Sold 14Jun1948
WSC-153	Travis	29Apr1927 - 5Jun1962	DC - Sold 15Nov1962
WSC-154	Vigilant	3Mayh1927 - 9Nov1954	DC - Sold 3Jan1956
WSC-155	Woodbury	11May1927 - 11Dec1946	DC - Sold 6Jul1948
WSC-156	Yeaton	10May1927 - 18May1969	DC - sold 16Jul1970
WSC-157	Cuyahoga	3Mar1927 - 27May1933 May1941 - 20Oct1978	DC-To USN AG-26 - Ret. 1941 Lost in Collision

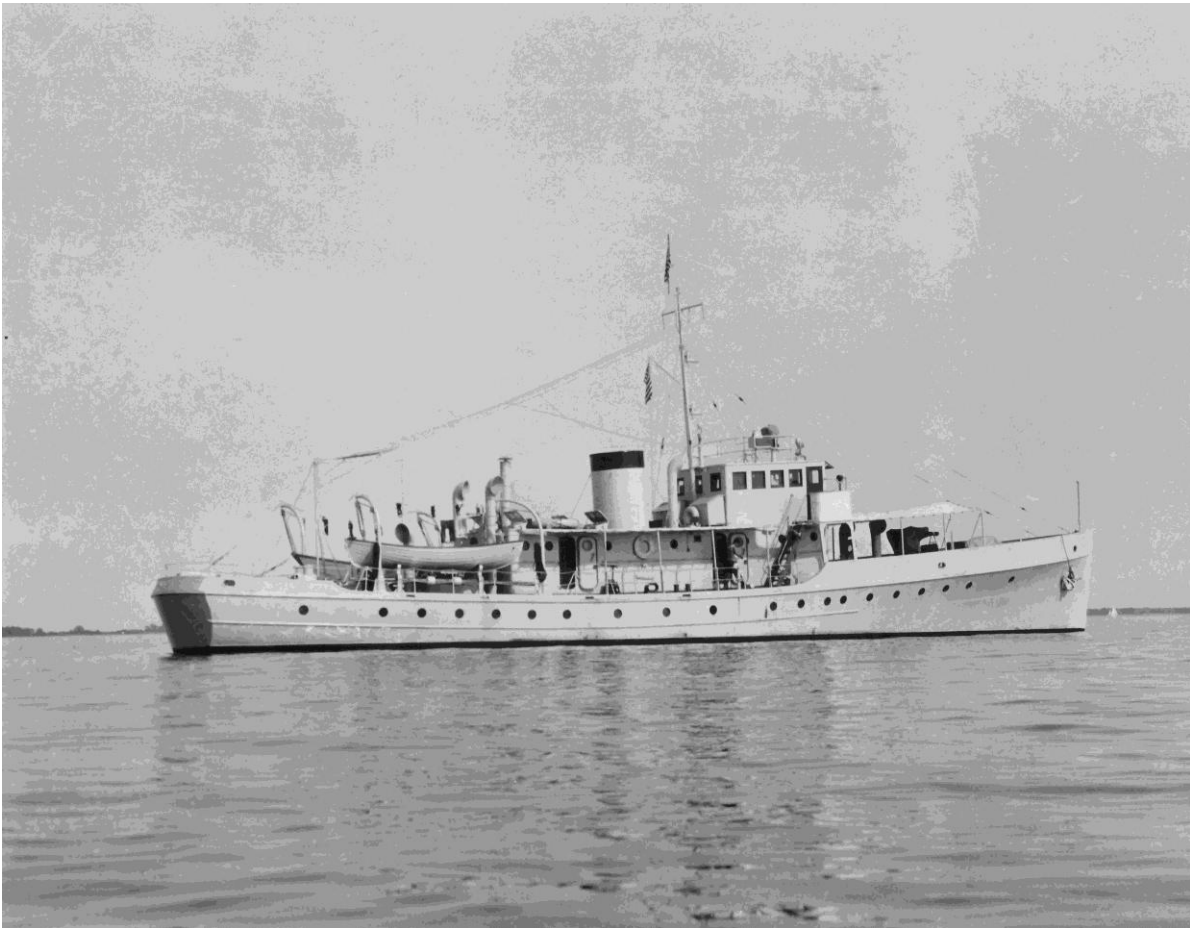


CGC Jackson (later WSC-142) 31Mar1927, 2-weeks after commissioning, in the Delaware River.

U. S. Coast Guard Patrol Craft

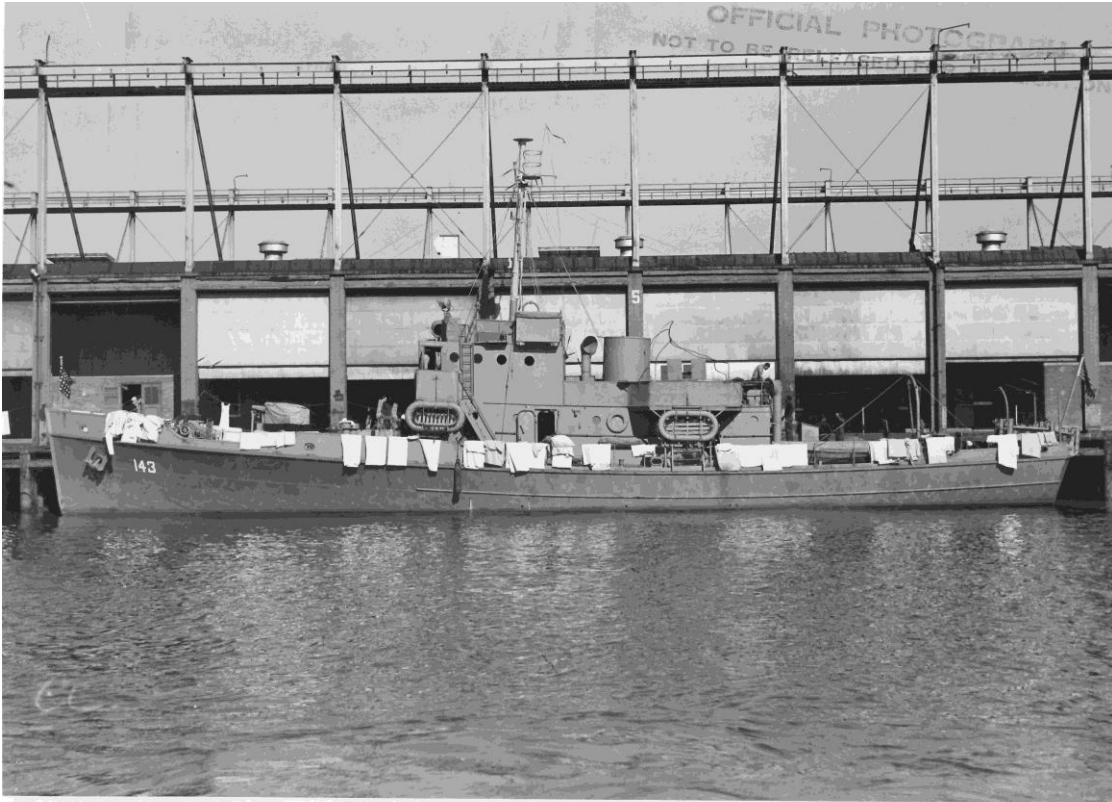


CGC Cahoone (later WSC-131) 17Feb1939 off the Atlantic Coast.



CGC Pulaski (later WSC-149) - Circa 1935 - off NYC

U. S. Coast Guard Patrol Craft



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NAVY YARD, NEW YORK

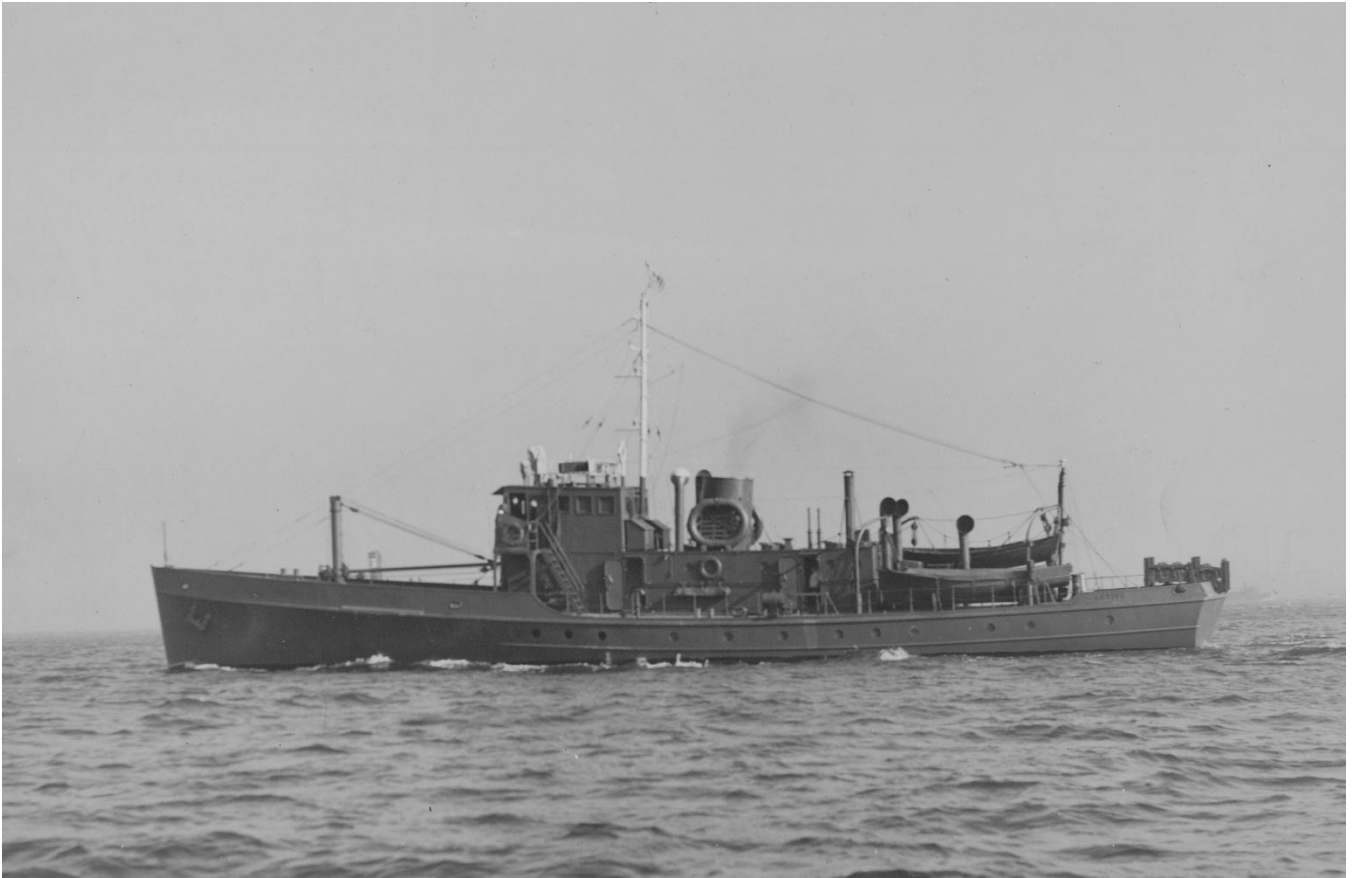
OCTOBER 19, 1942

WSC-143 Kimball - Must be wash day in Brooklyn - Still in the first year of the War.



WSC-136 Dix - 8Oct1943 - After a Yard Period

U. S. Coast Guard Patrol Craft



CGC Active (later WSC-125) fitted as a Buoy Tender Circa 1941 in MS1 Camouflage with DC rack



WSC-155 Woodbury Circa 1945 - After a Yard period - note new weapons incl. 40mm Bofers.

U. S. Coast Guard Patrol Craft



WSC-153 Travis 23Mar1943 in Thayer Blue Camouflage Off Boston ready for Greenland duty.



WSC-139 Frederick Lee - 21Feb1944 - also Thayer Blue for Greenland Patrol.

U. S. Coast Guard Patrol Craft



WSC-125 Active - again configured for tending Aids to Navigation - Circa 1955. (USCG)



WSC-126 Agassiz - in 1957 at Cape May, NJ (USCG Photo)

U. S. Coast Guard Patrol Craft



WSC-127 Alert - Off Point Loma, San Diego - Circa 1958



Former **USCGC Alert (W127)** at Vancouver, BC, still afloat 25Jan2007

U. S. Coast Guard Patrol Craft



CGC Antietam @Chicago 1930, ren. **Bedloe**, 1Jun1943 to avoid confusion w. CV-36, lost 1944.



COAST GUARD CUTTER BEDLOE

WSC-128 Bedloe - Lost in Sep1944 - Half tone from USCG files.

U. S. Coast Guard Patrol Craft



WSC-129 Bonham 2Apr1954 - Off CG Yard Curtis Bay. MD



WSC-130 Boutwell - 21Apr1960 - near Brownsville, TX

U. S. Coast Guard Patrol Craft



WSC-135 Diligence w. black hull & ATON Tackle -17Jul1947



WSC-132 Cartigan -13Nov1959 at Panama City, FL



WSC-143 Kimball - 10Dec1959



WSC-140 General Greene - 25Jun1963



wsc-137 Ewing - 24May1961



WSC-145 Marion - 17Feb1949 - Off Norfolk

Above are several Post War views of 125-footers. By this time all had received new diesels and been ballasted to improve stability. The original bulwarks had been reduced and other measures to reduce top weight give them a very clean appearance. The 40mm Bofors is the sole gun mounting and close observation will reveal new Radar and TV antennae on **Ewing and General Greene**. Despite their long service and stability concerns only 3 of class were lost at sea in their 40 years of

U. S. Coast Guard Patrol Craft

service. And **Alert** and **Mc Lane** are still afloat as this is written as museum ships - quite a notable run I'd say.



Mc Lane at Muskegon, MI in 2005



WIX-57 Cuyahoga - at Yorktown, VA - summer of 1978 before she was sunk - by Don Vansant

A Final Word on 125-footers

An excellent source of general information on these most interesting little ships is found in **Rum Runners, U-Boats, & Hurricanes** by Brian Galecki, Published by Pine Belt Publishing, Copyright 2005. It also contains the complete exciting story of the loss of the **Bedloe and Jackson** in 1944.

(Brand New Paperback is available through Amazon.com for about \$30.)

END OF PART ONE

U. S. Coast Guard Patrol Craft

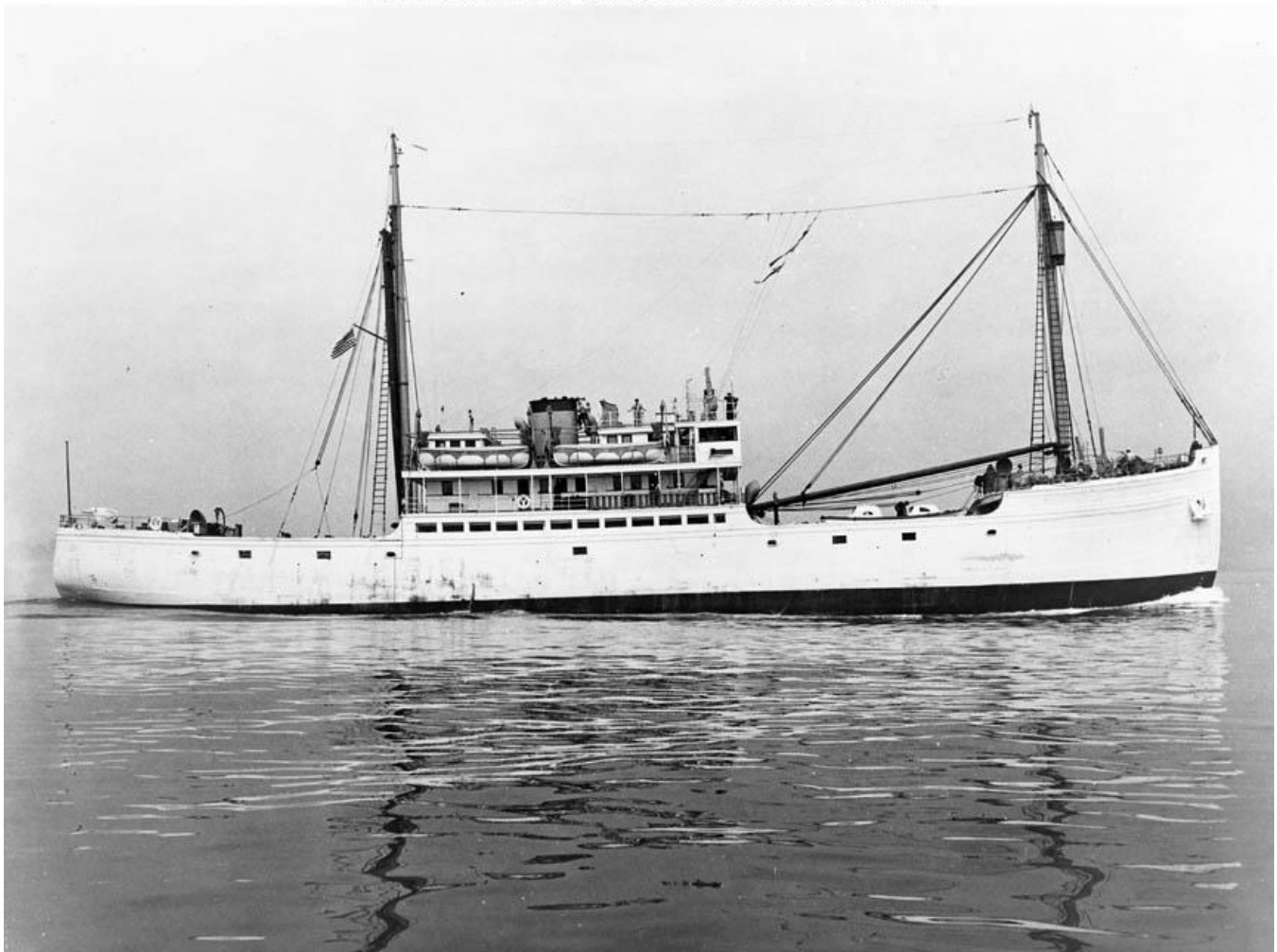
Major Classes -100-feet to 150 feet in Length
1915 to 2012 - In Two Parts - This is Part 2

World War II Acquisitions of Misc. Patrol Craft

Here we begin Part 2 with the "Phony War" of 1940-1941. In May of 1940 the local government of Greenland asked for American protection. This came just 3 weeks after the Nazi occupation of Denmark. Rear Admiral Waesche, USCG Commandant, was directed to provide Cutters for special missions to Greenland. One cutter mission landed the first diplomatic representatives to Greenland, at Ivigtut, that same month. Then by the late July the American press had reported that the U.S. was providing an, "unofficial protectorate over Greenland."

Two of the most notable ships involved in Greenland before Pearl Harbor were the **Bear** and the **Northland**, with (Cdr. Edward H.) "Iceberg" Smith. Also included in this cadre of Arctic Capable vessels was the **North Star** upon which my late step-father, Bob Mitchell, a young Coast Guardsman served as a Gunners Mate. An early photo of her is below from the NHHC (formerly Naval Historical Center) collection. I include her as an example of the type of vessels which were taken into service with the CG early in the war. Her smaller Greenland minions, which are the real subject here, will be covered in the following pages, in much more detail. So off we go.

Photo No. 19-N-24200 USCGC North Star on 18 June 1941



U. S. Coast Guard Patrol Craft - Pt. 2



WPG-49 Northland - 1943 - Flagships of the Greenland Fleet - Commanded by Iceberg Smith.

In the July 1, 1941 edition of the *Register of . . . Ships and Stations of the United States Coast Guard* the following cutters were on duty with the USN: **Campbell, Ingham, Taney, Modoc, Algonquin, Comanche, Galatea, Pandora, Thetis, Triton, North Star, Northland, Faunce, Travis, and Raritan.** Most of these were on duty in the North Atlantic and often that meant Greenland Patrol. Then after Pearl Harbor the rush was on to outfit as many civilian ships as possible for patrol work on both coasts. To make it easier to list the new acquisitions from 1941 on I'll do it by Visual Call Sign (hull) numbers assigned. I'll include those regularly assigned to patrol duties & meeting my criteria of 100 to 150-feet long -- with maybe a few exceptions as to length.

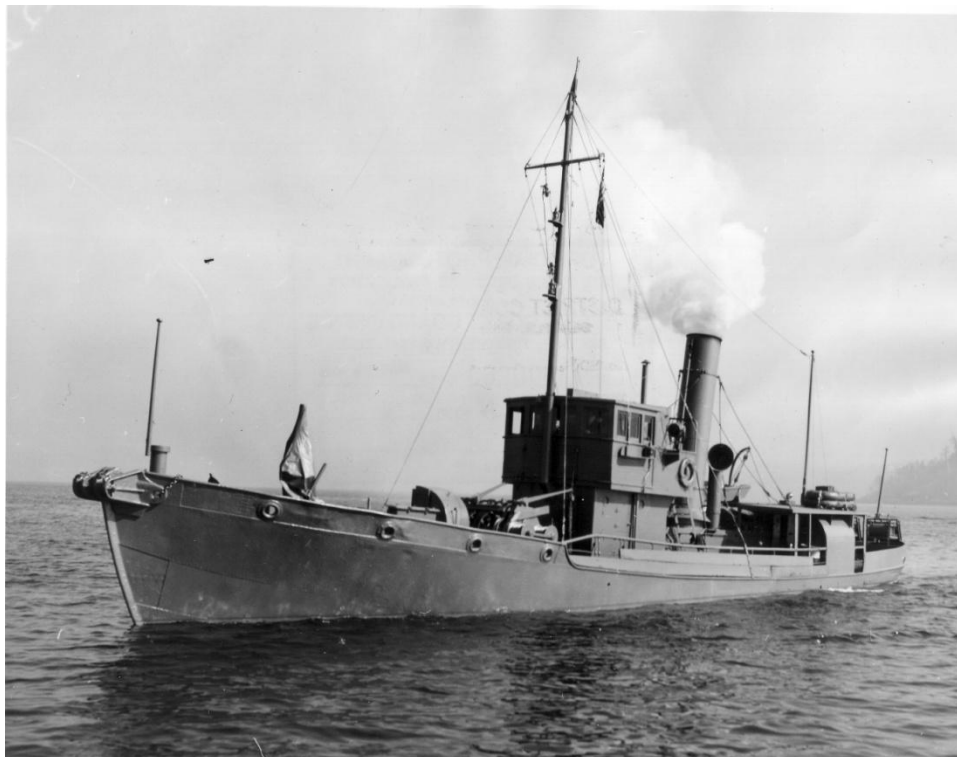
Former Yachts Used for Patrol

CG Desiq&#	Name	Length	YrBlt	Dates of CG Service	Fate & Notes
WPYc 158	Wicomico	175'	1914	14Oct1942- Jan1945	DC
WPYc 159	Micawber	110'	1925	8Jul1942- 5Jul1945	Sold 18Feb1946
WPYc 337	Nellwood	126'	1929	26May1943-15Dec1946	Sold 23Sep1947
WPYc 343	Blanco	120'	1923	29Aug1942-31Oct1945	Unknown
WPYc 345	Madalan	147'	1928	1Apr1943- 7Jul1945	Ret. 18Ocy1945
WPYc 346	Bedford	164'	1913	28Apr1942-22Jan1943	To USN PYc-44

U. S. Coast Guard Patrol Craft - Pt. 2

WPYc 348	<i>Thalassa</i>	100'	1930	5Feb1943-2Jul1945	Ret. 26Jun1946
WPYc 352	<i>Boulder</i>	105'	1906	4Dec1942-15Jun1943	Unknown
WPYc 369	<i>Blanchard</i>	118'	1910	20Aug1942-25Nov1943	Unknown
WPYc 386	<i>Gertrud L. Thebaud</i>	133'	1930	24Dec1942-10Feb1944	Ret. same date

Former Trawlers and Whalers for Greenland and Alaska Patrol



WYP-173 Kodiak - 10 Mar 1943 - Served in the Bering Sea

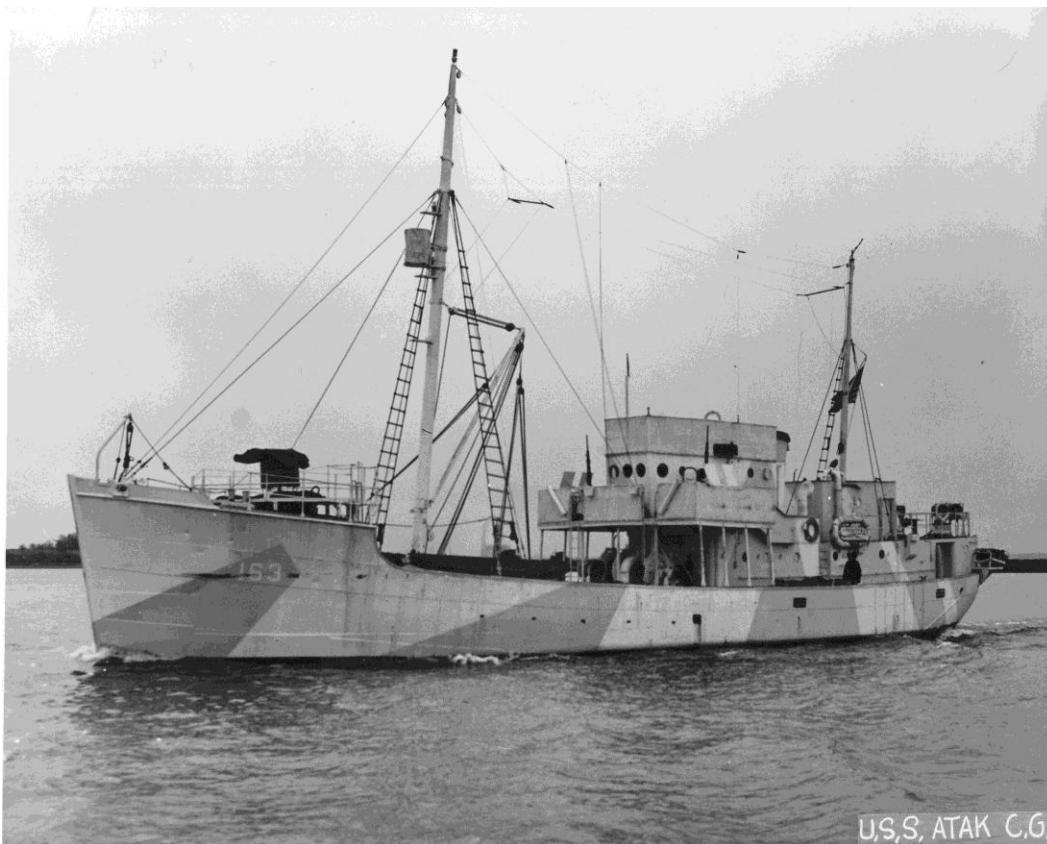


WYP-168 Aktak Feb1943 - Off Greenland

U. S. Coast Guard Patrol Craft - Pt. 2

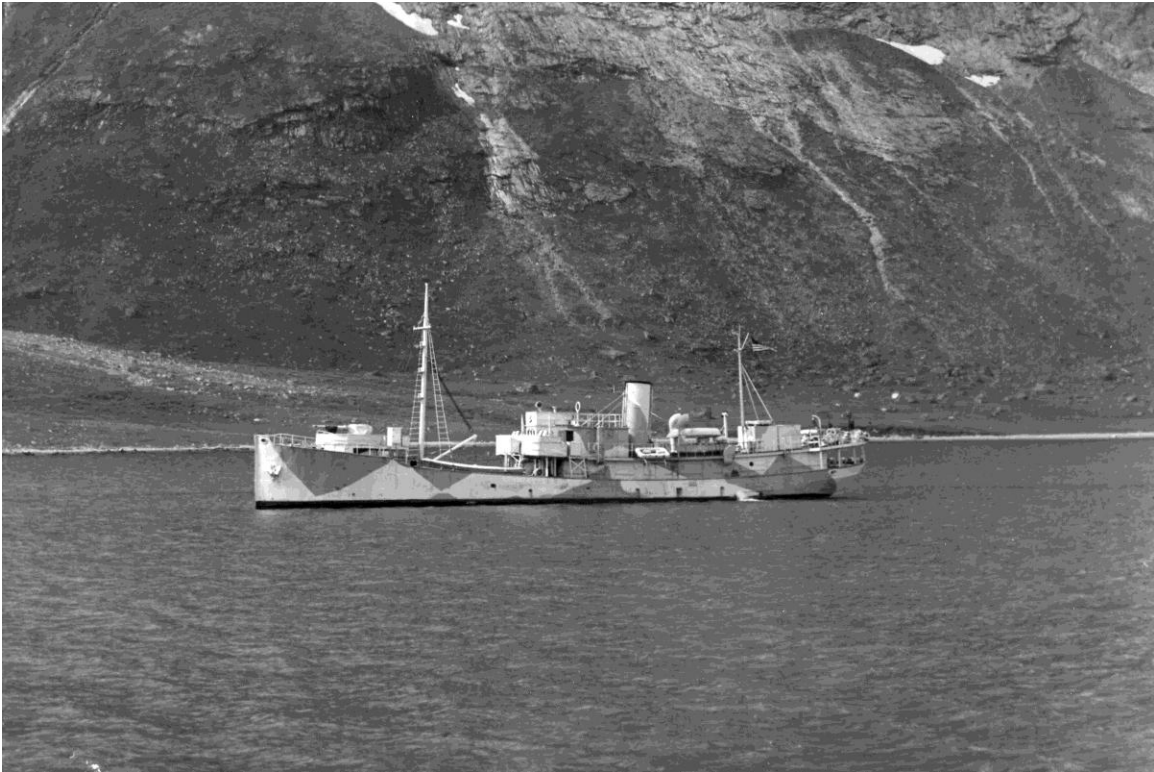


WYP-163 Atak - 20Jun1942 - Off Boston - Early in the war.



WYP-163 Atak - Later in 1943 in Thayer Blue Camouflage

U. S. Coast Guard Patrol Craft - Pt. 2



WYP-172 Alatok In King Bay Greenland 1943



WYP-166 Amarok - South Passage, Greenland - 1943

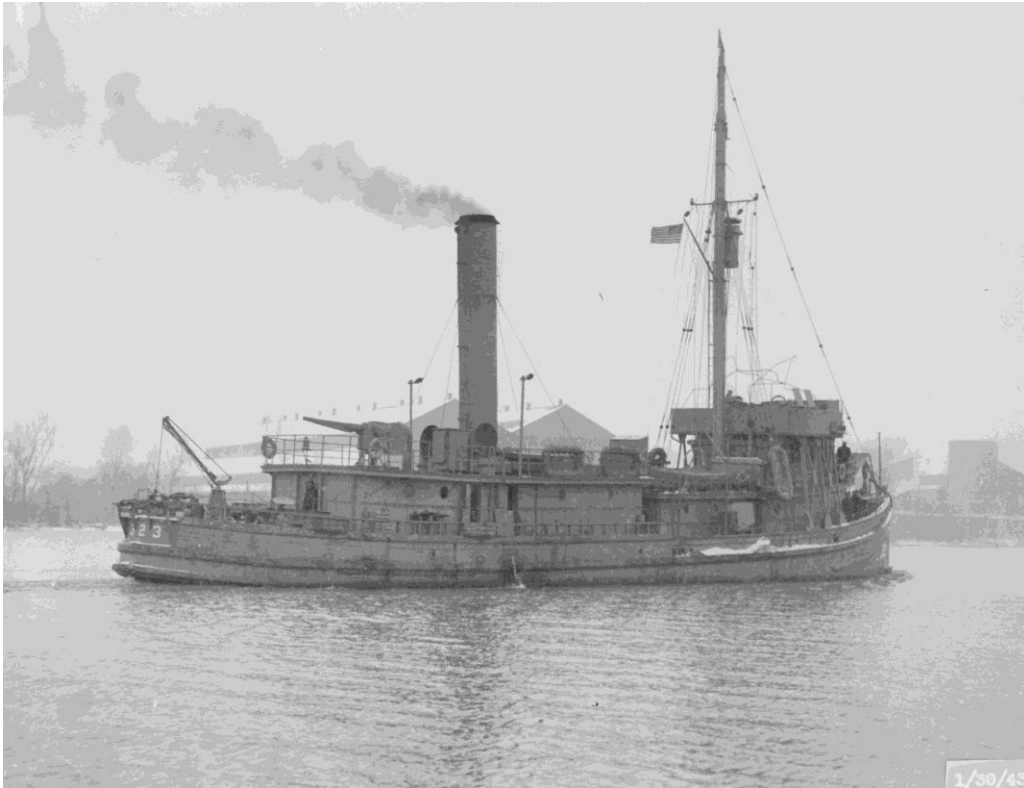
U. S. Coast Guard Patrol Craft - Pt. 2



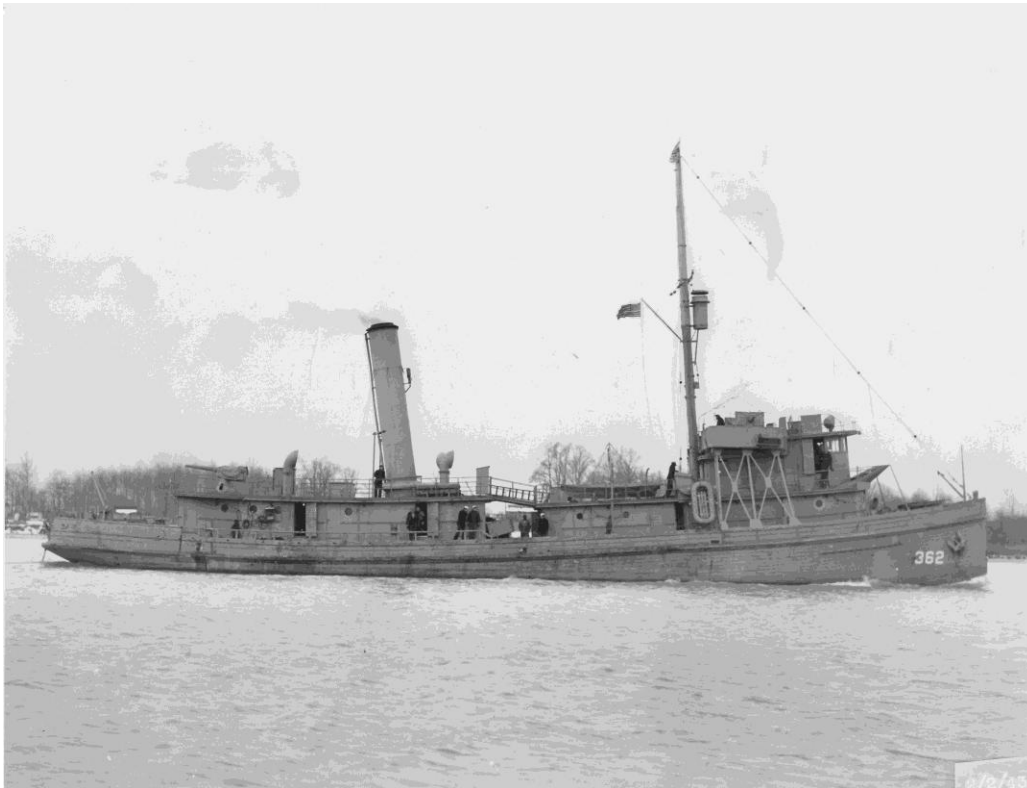
WYP-172 Alatok 19Mar1943 -- probably off Greenland

CG Desig#	Name	Built	Lgth	GrT	Dates of CG Service	Fate & Notes
WYP 163	Atak	1937	128'	243	14Jun1942-15Jun1944	DC - Returned owner 1Aug1944
WYP 164	Arvik	1936	128'	251	24Jun1942-21Jul1944	DC - Returned owner 11Sep1944
WYP 165	Arvek	1936	110'	172	16Jul1942-29Jul1944	DC - Returned owner 17Aug1944
WYP 166	Amarok	1938	128'	251	31Jul1942- 5Feb1944	DC - Returned owner same date
WYP 167	Arluk	1934	110'	172	16Jul1942- 6Jul1944	DC - Returned owner same date
WYP 168	Arlak	1941	170'	-	16Jul1942- 10Mar1944	DC - Sold 5Apr1944
WYP 169	Nanok	1941	120'	220	7Jun1942-25Jul1944	DC - Returned owner 14Sep1944
WYP 170	Natsek	1941	117'	225	19Jun1942-Dec1942	Went Missing off Greenland and presumed lost
WYP 171	Nogak	1940	111'	176	7Jul1942-24Jul1944	DC - Returned owner same date
WYP 172	Alatok	1922	150'	386	22Aug1942-27Dec1943	DC - Returned owner 13Mar1944
WYP 173	Kodiak	1912	107'	148	9Mar1943-16Mar1944	DC-Ret20Apr1944 Former Whaler
WYP 174	Caddo	1907	103'	151	9Mar1943-16Mar1944	DC-Ret same dateFormer Whaler

Other Acquired Patrol Craft - Incl. Emergency Manning (EM) Vessels



WYP-323 E.M. Margaret - 10Jan1943 Former Menhaden Fishing Vessel



WYP-362 E.M. Pocahontas - 2Feb1943 Another Menhaden Fisherman

U. S. Coast Guard Patrol Craft - Pt. 2

CG Desig#	Name	Built	Lgth	GrT	Dates of CG Service	Fate & Notes
WYP 312	EM-Brusstar	1902	131'	202	25Jan1943-16Jun1943	DC - Ret. owner same date
WYP 314	EM-Covington	1923	130'	263	17Feb1943-30Jun1943	DC - Ret. owner 7Jul1943
WYP 318	EM-Vernon McNeal	1904	136'	265	9Mar1943-23Feb1944	DC - Ret. owner 13Mar1944
WYP 320	EM-Conant	1919	124'	260	25Jan1943-16Nov1943	DC - Ret. owner 1Dec1943
WYP 322	EM Reed	1899	122'	167	11Dec1942-8Mar1943	DC - Ret. owner 15Mar1943
WYP 323	EM-Margaret	1912	128'	268	28Dec1942-7Jun1943	DC - Ret. owner 24Jun1943
WYP 325	EM-Humphreys	1919	126'	211	26Jan1943-27Mar1944	DC - Ret. owner same date
WYP 328	EM-Rowe	1901	132'	218	25Jan1943-9Jun1943	DC - Ret. owner 5Jul1943
WYP 329	EM-Pelican	1919	163'	384	4Jun1943-6Aug1943	DC - Ret. owner 14Mar1946
WYP 330	EM-Seabird	1919	163'	384	1Apr1943-22Nov1943	DC - Ret. owner 19Jul1944
WYP 333	EM-Wilcox	1911	132'	247	7Dec1942-29Sep1943	Lost in Hurricane
WYP 340	Bronco	1930	123'	249	7Dec1942-30Jun1945	DC - Ret. owner 20Nov1946
WYP 341	Belmont	1929	123'	249	14Dec1942-18Oct1945	DC -Ret. owner 20Nov1946
WYP 342	Bodega	1929	123'	249	21Nov1942-20Dec1943	Grounded off Panama
WYP 353	EM-Dow	1924	134'	241	24Jun1943-14Oct1943	Grounded off Puerto Rico
WYP 354	EM-Warren Edwards	1918	152'	231	9Jun1943- 10Oct1943	DC - Ret. owner 1Nov1943
WYP 356	EM-Joe	1922	134'	241	5Jun1943-22Feb1944	DC - Ret. owner 6Mar1944
WYP 357	EM-Edwards	1912	143'	343	24Jan1943-15Mar1944	DC -Ret. owner 24Mar1944
WYP 358	EM-Messick	1911	132'	326	24Jun1943-2Mar1944	DC - Ret. owner 13Mar1944
WYP 360	WM-Euphane	1902	124'	168	23Mar1943-22Nov1943	DC -Ret. owner 29Dec1944
WYP 361	EM-Northumberland	1897	134	169	8Mar1943- 1Mar1944	DC - Ret. owner 20Mar1944
WYP 362	EM-Pocahontas	1914	140'	345	22Jan1943-13Nov1943	DC -Ret. owner 23Mar1945
WYP 363	EM-Stephen McKeever	1911	128'	223	19Jul1943-3Dec1943	DC - Ret. owner 29Dec1943
WYP 373	Belfonte	1926	179'	341	6Apr1944-22Aug1944	Returned to F&WS
WYP 377	Thorgaut	1939	136'	313	28Dec1942-3Jul1943	DC - Ret. owner same date
WYP 378	Thoris	1936	134'	305	25Jan1943- 7Jul1943	DC - Ret. owner same date
WYP 379	Ottern	1937	138'	361	5Apr1943- 7Jul1943	DC - Ret. owner same date
WYP 380	Globe Eight	1936	136'	297	29Dec1942- 4Jul1943	DC - Ret. owner same date
WYP 381	Globe	1937	130'	-	5Apr1943- 7Jul1943	DC - Ret. owner 9Jul1943
WYP 382	Pol	1936	142'	338	25Feb1943- 7Jul1943	DC - Ret. owner same date
WYP 383	Thorfinn	1929	123'	249	25Jan1943- 2Jul1943	DC - Ret. owner same date
WYP 384	Thorfjell	1934	126'	313	25Jan1943- 2Jul1943	DC - Ret. owner same date



WYP-373 Belfonte - 22Jan1945



WYP-342 Bodega - Lost Attempting a rescue

110-foot World War II SC's - Air Class WAVR's

At the end of World War II there was a surplus of materiel. Everything from ammunition to warships seemed to be in more than ample supply. When the war in Europe ended, the cry went up, "Bring the Boys Home!" The battle weary veterans were rotated home to rest and recover and prepare for the Invasion of Japan. And critical materiel from Europe was shifted to the Pacific when scores of ships headed off from the European Theater to the Pacific. The Big Invasion of Japan's home islands was all planned and the personnel and other resources were marshaled for the Final Big push to Victory in the Pacific.

Thankfully, the dawn of the Atomic Age hastened the Surrender of Japan and cancelled the Invasion. Demobilization then came at a frantic pace and the troops were transported back to the states by what became known as the "Magic Carpet." Those who had enlisted for the duration, plus 6 months, and had the most combat service "points" were first to go home. This left the rookies and newbie's to soldier on and to become the occupation troops. Ships and Aircraft were loaded to capacity and sent home in waves. And the hoards of returning service men streamed into Ports and Air Fields all over the USA.

Many of the most experienced Pilots and Air Crew members were given "Early Outs" leaving the most junior and inexperienced to fly the priority troops home. Needless to say the number of accidents and air crashes (which were not uncommon even when the most experienced pilots were flying) escalated and so immensely increased the need for Air Rescue -- especially water bourn rescues. To deal with this problem extra WAVR's, Air Rescue Vessels were needed.

To get them into service fast, existing hulls from the surplus of USN 110' wooden Submarine Chasers were chosen. Quickly stripped of their armament and already equipped with most of the needed Electronics and other essential gear, they seemed ideal for their Off Shore Rescue task. Ready they were, in every way -- except for one essential item which they were lacking -- THEIR CREWS! While there was a surplus of boats for the Rescue task, most of the Coast Guardsmen in 1945 were members of the **USCG Reserve** and were rapidly being released from active duty. This of course created an extreme shortage of personnel to man the WAVR's. The result was that very few WAVR's actually entered full service, but instead were placed "In Commission in Reserve" with a two man skeleton crew of care takers, to await the time when they could be fully manned.

Displ. 134-Tfl Dim.110'10"x17'x6.5' Eng. 2-Diesels; 1,540 (or800) HP 2-scr. Sp.-21 (or 15.6) Kts. Cpl. 3-Off. 25-Enl. Arm. 1-3"/23, 2-50cal.MG, 2-mousetrap, 2-DC tracks (Removed in CG Service)

CG Desig	and #	Name	USN#	Date Entered CG;	Fate & Notes
WAVR	411	<i>Air Avocet</i>	ex. SC-453	20Nov1945	<i>Unknown</i>
WAVR	412	<i>Air Brant</i>	ex. SC-499	11Oct1945	<i>Sold 20Jan1948</i>
WAVR	413	<i>Air Cardinal</i>	ex. SC-511	11Oct1945	<i>Sold 27Jan1948</i>
WAVR	414	<i>Air Condor</i>	ex. SC-512	24Oct1945	<i>Sold 17Jan1948</i>
WAVR	415	<i>Air Cormorant</i>	ex. SC-536	19Feb1946	<i>Sold 9Feb1948</i>
WAVR	416	<i>Air Crow</i>	ex. SC-539	4Dec1945	<i>Sold 21Jan1948</i>
WAVR	417	<i>Air Curlew</i>	ex. SC-540	11Oct1945	<i>Sold 9Feb1948</i>
WAVR	418	<i>Air Drake</i>	ex. SC-541	30Oct1945	<i>Sold 2Feb1948</i>
WAVR	419	<i>Air Eider</i>	ex. SC-635	8Oct1945	<i>Sold 30Sep1947</i>
WAVR	420	<i>Air Egret</i>	ex. SC-642	24Jan1946	<i>Sold 11Mar1948</i>

U. S. Coast Guard Patrol Craft - Pt. 2

WAVR	421	Air Falcon	ex. SC-653	30Oct1945	Sold 20Jan1948
WAVR	422	Air Finch	ex. SC-656	17Jan1946	Sold 23Jan1948
WAVR	423	Air Gannet	ex. SC-659	5Dec1945	Sold 26Sep1947
WAVR	424	Air Goose	ex. SC-662	23Oct1945	Sold 11Mar1948
WAVR	425	Air Graylag	ex. SC-665	Transfer Cancelled-Sold by USN 21Jul50	
WAVR	426	Air Grebe	ex. SC-670	19Mar1946	Sold 19Jan1948
WAVR	427	Air Gull	ex. SC-672	11Oct1945	Unknown
WAVR	428	Air Hawk	ex. SC-682	239Oct1945	Sold 28Jan1948
WAVR	429	Air Heron	ex. SC-684	12Jan1946	Sold 10Jan1948
WAVR	430	Air Ibis	ex. SC-710	11Oct1945	Sold 28Jan1948
WAVR	431	Air Jay	ex. SC-711	9Oct1945	Sold 16Jan1948
WAVR	432	Air Kestral	ex. SC-714	1Dec1945	Sold 19Jan1948
WAVR	433	Air Kildeer	ex. SC-715	9Jan1946	Sold 19Jan1948
WAVR	434	Air Lapwing	ex. SC-717	30Oct1945	Sold 19Jan1948
WAVR	435	Air Linnet	ex. SC-753	1Dec1945	Sold 24Sep1947
WAVR	436	Air Loon	ex. SC-758	24Jan1946	Sold 19Jan1948
WAVR	437	Air Mallard	ex. SC-772	7Dec1945	Sold 19Jan1948
WAVR	438	Air Martin	ex. SC-775	27Mar1946	Sold 19Jan1948
WAVR	439	Air Merlin	ex. SC-985	30Oct1945	Sold 26Sep1947
WAVR	440	Air Oriole	ex. SC-987	11Oct1945	Sold 26Jan1948
WAVR	441	Air Owl	ex. SC-988	11Oct1945	Sold 27Feb1948
WAVR	442	Air Parrakeet	ex. SC-989	30Oct1945	Sold 8Apr1948
WAVR	443	Air Parrot	ex. SC-996	30Oct1945	Sold 19Jan1948
WAVR	444	Air Partridge	ex. SC-1003	20Nov1945	Sold 5Mar1947
WAVR	445	Air Peacock	ex. SC-1004	3Dec1945	Sold 27Jan1948
WAVR	446	Air Pelican	ex. SC-1009	3Dec1945	Sold 26Jan1948
WAVR	447	Air Penguin	ex. SC-1010	6Dec1945	Sold 18Jan1948
WAVR	448	Air Petrel	ex. SC-1013	23Oct1945	Sold 20Nov1947
WAVR	449	Air Pheasant	ex. SC-1015	11Oct1945	Sold 14Jan1948
WAVR	450	Air Phoebe	ex. SC-1016	23Oct1945	Sold 21Jan1948
WAVR	451	Air Pigeon	ex. SC-1017	30Oct1945	Sold 7Oct1947
WAVR	452	Air Piper	ex. SC-1022	9Oct1945	Sold 26Sep1947
WAVR	453	Air Plover	ex. SC-1023	23Oct1945	Sold 25Feb1948
WAVR	454	Air Puffin	ex. SC-1027	10Dec1945	Sold 24Sep1947
WAVR	455	Air Quail	ex. SC-1028	8Jan1946	Sold 26Jan1948
WAVR	456	Air Raven	ex. SC-1032	29Nov1945	Sold 15Jan1948
WAVR	457	Air Redwing	ex. SC-1033	4Dec1945	Sold 15Jun1948
WAVR	458	Air Robin	ex. SC-1037	16Jan1946	Sold Jun1947
WAVR	459	Air Rook	ex. SC-1038	25Jan1946	Sold 10Jan1948
WAVR	460	Air Ruff	ex. SC-1054	21Feb1946	Sold 22Jan1948
WAVR	461	Air Sheldrake	ex. SC-1055	27Nov1945	Sold 15Jun1948
WAVR	462	Air Shrike	ex. SC-1062	23Oct1945	Sold 11Mar1948
WAVR	463	Air Skimmer	ex. SC-1063	23Oct1945	Sold 10Jul1947
WAVR	464	Air Skylark	ex. SC-1064	30Oct1945	Sold 23Jul1947
WAVR	465	Air Snipe	ex. SC-1068	28Feb1946	Sold 27Jan1948
WAVR	466	Air Sparrow	ex. SC-1069	6Dec1945	Sold 8Jan1948
WAVR	467	Air Starling	ex. SC-1070	4Dec1945	Sold 19Jan1948
WAVR	468	Air Stork	ex. SC-1296	11Oct1945	Sold 14Jan1948
WAVR	469	Air Swallow	ex. SC-1297	23Oct1945	Sold 14Jan1948
WAVR	470	Air Swan	ex. SC-1339	15Nov1945	Sold 27Feb1948
WAVR	471	Air Swift	ex. SC-1340	30Oct1945	Sold 19Jan1948
WAVR	472	Air Tanager	ex. SC-1347	21Nov1945	Sold 13Feb1948
WAVR	473	Air Teal	ex. SC-1348	30Oct1945	Sold 1Aug1948
WAVR	474	Air Tern	ex. SC-1355	23Oct1945	Sold 19Sep1947

U. S. Coast Guard Patrol Craft - Pt. 2

WAVR	475	<i>Air Thrush</i>	ex. SC-1356	9Oct1945	Sold 26Jan1948
WAVR	476	<i>Air Toucan</i>	ex. SC-1357	24Oct1945	Sold 17Jan1948
WAVR	477	<i>Air Warbler</i>	ex. SC-1362	8Feb1946	Sold 19Jan1948
WAVR	478	<i>Air Waxwing</i>	ex. SC-1367	10Jan1946	Sold 19Sep1947
WAVR	479	<i>Air Willet</i>	ex. SC-1368	7Feb1946	Sold 10Jan1948
WAVR	480	<i>Air Wren</i>	ex. SC-1373	30Jan1946	Sold 22Sep1947
WAVR	481	<i>Air Scaup</i>	ex. SC-1307	12Feb1946	Sold 4Aug1947
WAVR	482	<i>Air Scoter</i>	ex. SC-1329	7Feb1946	Unknown

By 1947 all of the 70 WAVR's were Decommissioned Awaiting Disposal. The Coast Guard listed their dimensions as 111'6"x18'9"x7' which was incorrect, as this applied to only the SC's with numbers 1466 to 1473. Instead, all of those transferred to the CG were of the slightly different dimensions shown in my listing above which is from **DANFS** and **1945 Ships Data U.S. Naval Vessels**. A few of the best photos of WAVR's from my collection are below. I have been able to locate only a very few photographs of these vessels in Coast Guard service and will be most grateful to anyone who can share their photos of any members of this class, especially under way views. I will of course handle the photos with great care and return them promptly if requested.



Air Snipe at Ketchikan, AK 7Jun2005 - former WAVR-465, ex. SC-1068

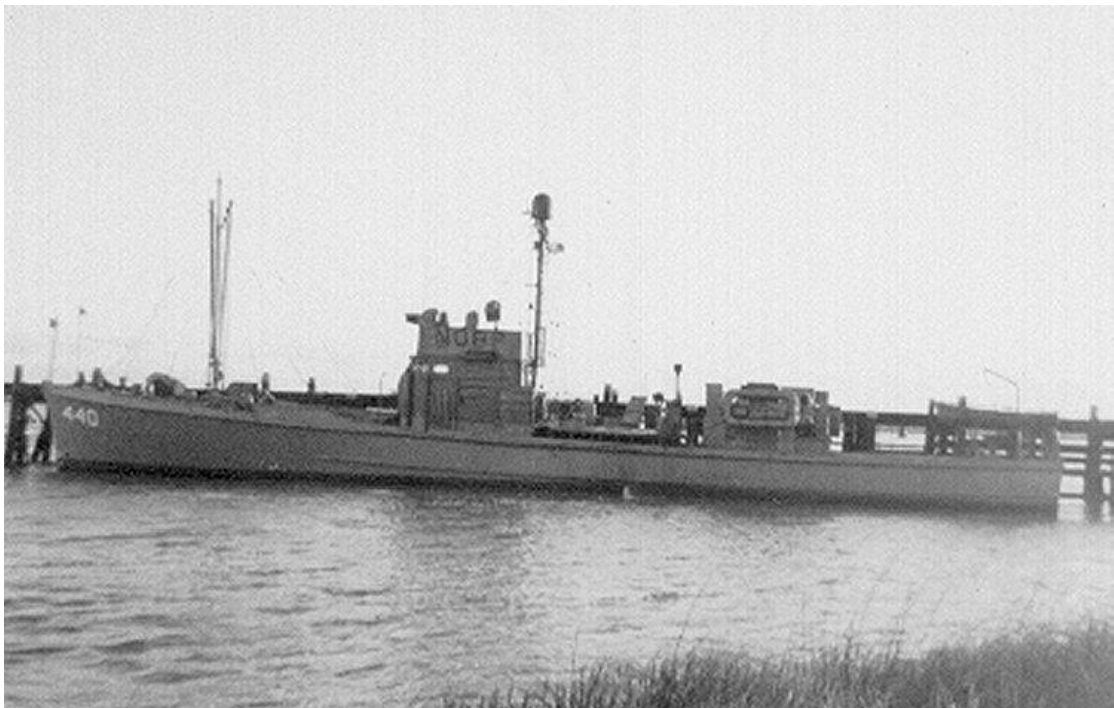


SC-659 shown postwar -- in process of disarming to become **WAVR-423 Air Gannet**

U. S. Coast Guard Patrol Craft - Pt. 2



WVR-437 Air Mallard (ex. SC-732) underway off San Diego Circa 1946. My best photo.



WVR-440 Air Oriole (ex. SC-987) at Cockspur Isl., Savannah, GA Circa Oct1945

U. S. Coast Guard Patrol Craft - Pt. 2



Another view of **WAVR-440 Air Oriole** in Savannah. These are both from NAVSOURCE.



Cutter Air Lapwing on 10 Aug 50. Very few of these 110-foot submarine chasers saw active service in the Coast Guard, primarily due to a severe shortage of personnel.

Half tone photo and caption scanned from Robert Scheina's fine book, **U.S. Coast Guard Cutters & Craft 1946-1990**.

A Word About the 95-footers of the Cape Class



CG-95306 (later Cape George) and CG-83527 keeping pace near NYC in the late 1950's.



First of her class ***WPB-95300 Cape Small*** is shown in the 1980's towards the end of her career.

U. S. Coast Guard Patrol Craft - Pt. 2

After World War II most of the surviving pre war Patrol Boats were quickly disposed of. With an exception or two, the only boats surviving were approximately 100, wooden hulled 83-footers. More than half of them were Decommissioned in Reserve and fewer than two dozen of the 83-footers were on active service by 1947, due to significant manpower shortages. Many of those in Reserve, would return to full duty by the 1950's. Then, they too would be discarded, to be replaced after the Korean Conflict by the new Steel Hulled 95-foot **Cape Class** cutters and later by the 82-footers of the **Point Class**. These new Patrol Boats were designated as WPB's, and were designed by the Coast Guard Yard. And many of them were built there too, at Curtis Bay, MD, near Baltimore. They would be the last Patrol Craft completed by the CG Yard right up until today. I will cover these small WPB's and their predecessors in a later photo essay when time permits.

Heritage Class 120-foot WPB's of 1989 - CANCELLED



The **Heritage (or Leopold) Class** of 120-foot WPB's were designed by the Coast Guard Yard to replace the 95-footers and ultimately the 82-footers as well. It was planned to build nearly 100 of these boats and construction was well underway on the first of the class when the program was cancelled in 1991. The incomplete **Leopold** was later scrapped. An Artist's rendering of the design is shown above. The hulls were of higher tensile steel than the **Island Class** and would have given them a useful life of about 25 years. The aluminum superstructure was designed to provide 360 degree visibility from the bridge. The reasons behind their cancellation are not clear to this writer and I can only think that it was Politics as usual. They were handsome craft as you can see.

U. S. Coast Guard Patrol Craft - Pt. 2

Island Class 110-foot WPB's

Displ. 165-Tfl Dim.110'x21'x7'4" Eng. 2-Diesels; 5,760 HP 2-scr. Sp.-26 Kts. (as built)
 Cpl. 2-Off. 14-Enl. Arm. 1-20mm (later repl. by 1-25mm chain gun), 2-50cal. MG



WPB-1341 Kodiak Island arrives Key West 10Oct2007 (photo by the author)

CG Desig#	Name	Date Comm.	MEP	123'	Gulf	Notes
WPB 1301	<i>Farallon</i>	21Feb1986	Yes			
WPB 1302	<i>Manitou</i>	28Feb1986		Yes		In reserve at CG Yard
WPB 1303	<i>Matagorda</i>	25Apr1986	Yes			In reserve at CG Yard
WPB 1304	<i>Mau</i>	9May1986			Yes	
WPB 1305	<i>Monhegan</i>	16Jun1986		Yes		In reserve at CG Yard
WPB 1306	<i>Nunivak</i>	4Jul1986		Yes		In reserve at CG Yard
WPB 1307	<i>Ocracoke</i>	4Aug1986	Yes			
WPB 1308	<i>Vashon</i>	15Aug1986		Yes		In reserve at CG Yard
WPB 1309	<i>Aquidneck</i>	26Sep1986			Yes	
WPB 1310	<i>Mustang</i>	29Aug1986				
WPB 1311	<i>Naushon</i>	30Oct1986	Yes			
WPB 1312	<i>Sanibel</i>	14Nov1986	Yes			
WPB 1313	<i>Edisto</i>	7Jan1987	Yes			
WPB 1314	<i>Sapelo</i>	24Feb1987				
WPB 1315	<i>Matinicus</i>	16Apr1987				
WPB 1316	<i>Nantucket</i>	4Jun1987	Yes			
WPB 1317	<i>Attu</i>	9May1988		Yes		In reserve at CG Yard

U. S. Coast Guard Patrol Craft - Pt. 2

WPB	1318	<i>Baranof</i>	20May1988		Yes	
WPB	1319	<i>Chandeleur</i>	8Jun1988	Yes		
WPB	1320	<i>Chincoteague</i>	8Aug1988			Decommissioned Mar 2014
WPB	1321	<i>Cushing</i>	8Aug1988	Yes		
WPB	1322	<i>Cuttyhunk</i>	15Oct1988	Yes		
WPB	1323	<i>Drummond</i>	19Oct1988			
WPB	1324	<i>Key Largo</i>	24Dec1988	Yes		
WPB	1325	<i>Metompkin</i>	12Jan1989	Yes		In reserve at CG Yard
WPB	1326	<i>Monomoy</i>	16Dec1988		Yes	
WPB	1327	<i>Orcas</i>	14Apr1989	Yes		
WPB	1328	<i>Padre</i>	24Feb1989	Yes		In reserve at CG Yard
WPB	1329	<i>Sitkinak</i>	31Mar1989	Yes		
WPB	1330	<i>Tybee</i>	9May1989	Yes		
WPB	1331	<i>Washington</i>	9Jun1989			
WPB	1332	<i>Wrangell</i>	24Jun1989		Yes	
WPB	1333	<i>Adak</i>	17Nov1989		Yes	
WPB	1334	<i>Liberty</i>	22Sep1989			
WPB	1335	<i>Anacapa</i>	13Jan1990	Yes		
WPB	1336	<i>Kiska</i>	1Dec1989			
WPB	1337	<i>Assateague</i>	15Jun1990			
WPB	1338	<i>Grand Isle</i>	18Apr1991	Long overhaul but no MEP		
WPB	1339	<i>Key Biscayne</i>	27Apr1991			
WPB	1340	<i>Jefferson Island</i>	16Aug1991			
WPB	1341	<i>Kodiak Island</i>	21Jun1991			
WPB	1342	<i>Long Island</i>	27Aug1991			
WPB	1343	<i>Bainbridge Island</i>	20Sep1991			Decommissioned Mar 2014
WPB	1344	<i>Block Island</i>	22Nov1991			Decommissioned Mar 2014
WPB	1345	<i>Staten Island</i>	22Nov1991			
WPB	1346	<i>Roanoke Island</i>	8Feb1992			
WPB	1347	<i>Pea Island</i>	del1Nov1992			Decommissioned Mar 2014
WPB	1348	<i>Knight Island</i>	del6Dec1991			
WPB	1349	<i>Galveston Island</i>	del17Jan1992			



WPB-1347 Pea Island 7Feb2005 & **WPB-1323 Drummond** 29Sep2007 both at Key West, FL (photos by the author)

U. S. Coast Guard Patrol Craft - Pt. 2

These most familiar cutters were derived From a British, Vosper Thornycroft design. The Island class of CG Patrol Boats became the first of, what turned out to be, three large WPB classes built by Bollinger Shipyards in Lockport, Louisiana. Construction, using mild steel for the hulls, limited their expected service lives to about 15 years. Their superstructure is of aluminum for increased stability, which saves weight even with their high flying bridges. Construction Funding, as always, was a problem and was supplemented with DOD Anti-Drug Abuse Act funds. (Whatever it takes!)



Above are Coast Guard photos of four of the Island Class Cutters which have served in the Arabian Gulf starting back in 2004. They are; clockwise from the upper right: **WPB-1309 Aquidneck**, **WPB-1318 Baranof**, **WPB-1322 Cuttyhunk** and **WPB-1332 Wrangell**. As this is written in February 2012, six 110-footers are yet serving in the Gulf; they are: WPB 1304 Maui, WPB 1309 Aquidneck, WPB 1318 Baranof, WPB 1326 Monomoy, WPB 1332 Wrangell and WPB 1333 Adak. Vessels and Crew members have been periodically rotated home, but some have stayed. And since a number of these cutters are approaching the end of their useful lives it has been speculated that they may be turned over to the host countries, in the future, rather than bringing them home.

123-Footers In and Out of Service

Speaking of the aging of the Island Class, it must be mentioned that they were all to be updated as part of the ambitious "Deepwater" modernization program that was undertaken by the Coast Guard in the early part of the 2000's. This update included the addition of a 13-foot boat ramp section to the stern of each unit and replacement of the entire superstructure with a new one, including a larger pilot house with a 360 degree bridge and all new control and navigation gear. These alterations were designed to improve operations and to extend the lives of these aging cutters by

U. S. Coast Guard Patrol Craft - Pt. 2

10 to 15 years. The extra length was expected to add about a knot to their speed. By converting all 49 cutters it would allow for their ultimate replacements to be carefully designed and built over an extended time frame. At one time the use of composite materials for the hulls of these replacements, which Deepwater labeled as Fast Response Cutters (FRC), was even considered.

The first of these 123-foot conversion boats, the **Matagorda (WPB-1303)**, was ready for trials by 2004. Although she was accepted for service after initial trials the **Matagorda** soon began to develop hull cracks while operating at 24 knots in 8 to 12 foot seas (Sea State 5). Similar stress cracks developed too on the next three conversion boats, under similar conditions, Although steel reinforcement strips were welded to their hulls, even this could not permanently correct the problem of these stresses and the resultant hull fractures. Finally all eight of the Converted Boats were taken out of service and there they sit to this day in Arundel Cove at the Coast Guard Yard.



WPB-1303 Matagorda on trials in 2004 in the Gulf of Mexico (CG Photo)

It is pure speculation on my part, but I can't help but wonder what might have happened if the **Island Class** boats had been built with high tensile steel instead of the mild steel used in their construction. It's conceivable that they stretched boats might still all be in service today. Instead they of sitting idle and being derisively referred to as the "Eight Mistakes." Looking at the two photos of **Matagorda** here does make me wish that the 123-footers had been successful. What if they were able to bridge the gap while we await the delivery of the new 154-foot **Sentinel's**? How different might things be in the Off Shore areas all around the USA today? We will never know.

U. S. Coast Guard Patrol Craft - Pt. 2



A good look at **Matagorda's** boat handling system while on trails in 2004. (CG Photo)

U. S. Coast Guard Patrol Craft - Pt. 2



Manitou (WPB-1302) last of the 123-foot conversions delivered, at Key West, 27Feb2006 (by the author)



All eight stretched 123-footers at Arundel Cove at the CG Yard, 27April2011 (CG Photo)

MEP Project Adds Years to the Service Life of Island Class

Before we leave the **Island Class** it must be said that all is not lost as far as adding valuable service years to these cutter's lives. While it's too late for the stretched eight, for the others the Coast Guard Yard has initiated a Program called the Mission Effectiveness Project (MEP). MEP covers the older cutters of the 270, 210 and 110-foot classes. Included are 17 of the 110-footers, and to date 15 have gone through this extensive overhaul program. The 16th of the scheduled 17
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U. S. Coast Guard Patrol Craft - Pt. 2

Island Class cutters, the **Matinicus**, is scheduled to complete her MEP and to depart the CG Yard this month (February 2012). I have made a note of the 110-foot cutters that have taken part in the MEP program in their class listing at the beginning of this section. These ships are now expected to have about 10 years added to their useful lives. A brief description of the project from official sources is below:

The purpose of the MEP is to provide selected equipment upgrades and enhancements to increase cutter service life and performance. Replacing obsolete and increasingly unsupportable systems will improve reliability and reduce future maintenance costs.

MEP's major systems refurbishments will involve, but are not limited to renewing decks, living quarters and engineering systems and replacement of:

- tanks, piping, and electrical wiring
- equipment more troublesome to maintain, such as refrigeration units, air conditioning, evaporators, and boat davits to help improve operational readiness and quality of life for cutters crew members
- hull plating on 110' WPBs

Miscellaneous Patrol Craft - Acquired From USN - WPC's etc.

US Navy Cyclone Class 179-foot PC's

Displ. 331-Tfl Dim. 179'x25'x7'10" Eng. 4-Diesels; 13,400 HP 4-scr. Sp.-36 Kts. (as built)
Cpl. 2-Off. 24-Enl. Arm. 2-25mm (1-crew served, 1-Mk38 remote) chain guns), 2-50cal. & 2-30cal. MG



WPC-2 Tempest near Aruba, 7Apr2006 - Photo Courtesy of my friend Peter Westdijk

U. S. Coast Guard Patrol Craft - Pt. 2

CG Desig#	Name	Built	Dates Served with CG	Fate & Notes
WPC 1	Cyclone	1993	29Feb2000-8Mar2004	to Philippines as <i>Mariano Alvarez (PS 38)</i>
WPC 2	Tempest	1993	1Dec2005-22Aug2008	Returned to US Navy
WPC 4	Monsoon	1994	1Oct2004-22Aug2008	Returned to US Navy
WPC 8	Zephyr	1994	8Oct2004-30Sep2011	Returned to US Navy
WPC 12	Thunderbolt	1995	5Mar1998- 17Jul1998	For Evaluation Returned to US Navy
WPC 13	Shamal	1996	6Dec2004-30Sep2011	Returned to US Navy
WPC 14	Tornado	2000	6Dec2004-30Sep2011	Returned to US Navy

By 2011 the CG WPC's had all rejoined the Navy. They had served well in the Coast Guard and were most useful for chasing drug smugglers and illegal migrants among their other duties. The Navy subsidized operating and repair costs, which made them affordable in their roles with the CG. In discussion with one of their skippers I was not surprised to learn just how fast they can go in a sprint and what gas (diesel) guzzlers they are, with all four engines on the line at high speed.

The **Tornado** was built as a result of congressional influence, almost under protest by the Navy. The first 13 ships of the class had been completed four years earlier. At the time, (1997-1999) when she was constructed, the Navy saw no role for these ships which were to have been used for Inshore Special Operations. Never particularly stealthy, they had outgrown that clandestine role when their designers added more weapons and features to their final design. Then, when the Special Ops folks couldn't use them, they became "step-children" and were bounced around until after 9-11 had created the need for small ships for Inshore Security Patrols. Although not ideal for their new role they were, above all else, available, and were quickly pressed into this service.

Tornado was of an improved design which extended her length from 170 to 179 feet by the addition of a boat ramp in the stern ala the 87-foot CG Cutters then also being constructed by Bollinger SY. Also noticeable in her improved design were her bow bulwarks to protect the wet bow area where the crew-served 25-mm Chain Gun is mounted. New stern ramps were eventually back fitted to all of the class (making them all 179-footers) and **Monsoon and Zephyr** also later had bow bulwarks added during their major refits while in Coast Guard service.



WPC-12 Thunderbolt - circa Mar1998 - being evaluated - note no stern ramp, still 170' long (CG Photo)

U. S. Coast Guard Patrol Craft - Pt. 2

Before 9-11, the Coast Guard had evaluated and rejected the **Cyclone's** due to their high fuel and maintenance costs. While they were still unwanted by the Navy they were all to have been given to the Coast Guard, but they were never placed in CG service, due to personnel limitations. In fact the **Cyclone** which was transferred, spent just about all of her CG career in reserve at the CG Yard until she was finally transferred to the Philippines. I have seen a published note that the **Cyclone** was to have been designated WPC-12. This may be true, but I have strong doubts. It just doesn't make much sense to me, since the principal CG evaluation ship, the **Thunderbolt** was **WPC-12** and was the first of her sisters to be seen (see photo above) wearing a CG Racing Stripe. She has her number 12 painted on for all to see during her brief time under evaluation in 2000.

By late 2004 the Coast Guard was feeling the pinch as a part of the new DHS. Her tasking expanded and Patrol Craft were in short supply. This persisted even with manpower increases, as Homeland Security funds allowed for more personnel. Thus, the Coast Guard was happy to accept five of the 179-foot PC's for duty, two in Pascagoula, MS and two in San Diego, CA. And then with the **Tempest** added (in Dec 2005 after a year wait "In Commission Special"), also to Pascagoula.



WPC-8 Zephyr On Puget Sound 13Mar2008 - not new Bow Bulwarks added Circa 2005. (unk photographer)

The Cyclones are still serving the Navy as this is written. Extensive repairs have been made to correct hidden hull cracks which were discovered last year on most of the class. About half of them are in the Arabian Gulf and usually have CG boarding parties embarked. The others are at Little Creek, VA where they provide training platforms for crews before they deploy to the Gulf. Most interesting and notable little ships I think you will agree.

U. S. Coast Guard Patrol Craft - Pt. 2



WPC-13 Shamal 21Nov2008 and **WPC-14 Tornado** 21Mar2010, both departing Key West (by author)



Monsoon WPC-4 13Mar2008, probably at St. Petersburg, FL, she has new bow bulwarks too.

Former US Navy Surface Effects Ships

I've added these unusual ships here, last but not least, as almost an afterthought. They were 110' long, so why not. **Dorado** was of a different design than the next three and served in the CG, on loan, for only about a year. She was lengthened by 50 feet in 1982 to 167' in length and became the **Sea Flyer IX-515** in the Navy when her brief CG service was over. The next three all served

U. S. Coast Guard Patrol Craft - Pt. 2

for more than a decade and operated together out of Key West, FL as the CG SES Division. They all had very notable and quite successful careers, racking up numerous Drug Seizures. Their frequent exploits of exemplary service earned them numerous awards and commendations. What made them really special was that they could ride on a cushion of air (ala Navy LCAC's) and go at relatively high speeds, through marshy, shallow areas where other vessels would bog down, all without damage or fear of ripping out their undersides.

Dorado WSES-1

Displ. 162-Tfl Dim.110'x39'x7' Eng. 2-Diesels for 2 Scr., 3,600 HP; 2-Diesels for 2 fans, 890 HP Sp.33Kts. on cushion & calm sea; 19Kts. off cushion & calm; Cpl. 1-Off.17-Enl., Arm. 2-50 cal. MG

WSES-2 to WSES-4

Displ. 150-Tfl Dim.109'1"x39'x8'2" Eng. 2-Diesels for 2 Scr., 3,600 HP; 2-Diesels for 2 fans, 890 HP; Sp.33Kts. cushion & calm; 15Kts. off cushion & calm; Cpl. 1-Off.16-Enl., Arm. 2-50 cal. MG



CG SES Division - All 3 boats are in port at Key West - in the 1980's. (from the USNI Blog)

CG Desig&#	Name	Built	Dates with CG	Fate & Notes
WSES 1	Dorado	1981	18Jun1981-24Sep1982	Returned to USN - IX-515
WSES 2	Sea Hawk	1982	17Nov1982-28Jan1994	DC & in Reserve at Key West
WSES 3	Shearwater	1982	17Nov1982-29Jan1994	DC & in Reserve at Key West
WSES 4	Petrel	1983	8Jul1983-28Jan1994	DC & in Reserve at Key West



Sea Hawk WSES-2 underway from her Key West Base, Circa 1986

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A Final Word from the Author

This two part photo essay is a labor of love. I hope to continue to add other CG essays in the future, with the first being one covering the smaller cutters, patrol boats really. The plan is to begin with the Six-bitters of the Prohibition Era, and continue on through today's 87-footers.

In the instant essay, as with my earlier effort on the AB-boats, I have tried to include information and photographs which have not been published elsewhere, whenever possible. Many of the photos and much other important information included here was obtained during my several visits to the Coast Guard Historian's Office at CG HQ in Washington and to the Coast Guard Yard at Curtis Bay. CG Historians, Scott Price and Robert Browning; and their staff members, have been most helpful in my research, as has Dottie E. Mitchell at the Coast Guard Yard in Curtis Bay, MD. Many Thanks to you all!

I welcome commentary, corrections and suggested additions at my E-mail address, which is at the bottom of each page. Photographs are particularly welcome too and can be sent to me digitally by E-mail or by regular mail. E-mail me and I will give you an address for mailing. I will scan and return all photos promptly and rest assured that I will handle them with great care. With digital photo files I prefer JPEG's of high enough definition (300-DPI or better) to be able to make a good print if one is ever needed. Of course I'll be grateful for whatever you can provide.

While I am happy to share my photos with my readers, I must limit distribution to digital images sent by E-mail. I have had requests for hard copy photo prints and just don't have the resources to provide all that have been requested. For those who loan me their old Ship Photos I am happy to make a print or two for them and return them with the originals -- particularly where the originals are not in great shape and I can digitally edit them to produce a good print from a faded or damaged original. Don't expect miracles -- as I'm not a pro with Photo Shop.

Finally, let me say that I hope you get some genuine pleasure from reading this essay and seeing the photos. I have enjoyed preparing it and have tried to be as complete and accurate as possible. Mistakes are correctible and I hope you will point mine out, when you find them, so that I can make necessary corrections. Until the next essay -- ***Semper Paratus*** -- and smooth sailing to all.

Jim Flynn, Philadelphia, PA
Historian, CG Tug Association (CGTA)
Founding Member, Naval History and Research Associates (NHARA)

Late Addenda September 2014

Thanks to several readers for corrections and updates made to this article. The first four Island Class 110-foot WPB's have been decommissioned, as their replacements the Sentinel Class 154-footers FPC's come on line in the 7th District. I welcome your comments, feedback, and any photographs you wish to share. Jim Flynn