

U. S. Coast Guard

Small Cutters and Patrol Boats 1915 - 2012

Vessel of less than 100-feet in Length



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U. S. Coast Guard Small Cutters and Patrol Boats 1915 to 2012

INTRODUCTION - In The Beginning - Before the Volstead Act

Not much has been written about small craft in the Revenue Marine/Revenue Cutter Service (USRCS). Of course by today's standards the early revenue cutters were too small to be classified as cutters (65-feet in length or greater). As far as I can determine the earliest of these vessels to exceed 65-feet in length was the *USRC Surveyor*. She was a schooner built in Baltimore, was 68 feet in length and came into service in 1807. By my reckoning she was about the 39th cutter to enter service.

This photo essay will cover the Coast Guard patrol craft which served from the inception of the Coast Guard as it was established in 1915 through the merger of the Revenue Cutter Service and the Life-Saving Service. Below we see the Revenue Cutter ***Charles B. Penrose*** in 1906. She's a steam powered launch 67-feet long and thus by today's definitions she's a cutter, but hardly a patrol craft since her endurance is limited and she carried a crew of only four. She was built in Tottensville, NY and was purchased for the USRCS in 1883. She remained in service until 1924 and served primarily in the Gulf of Mexico. The year before this photo was taken she sank in a storm off of Pensacola and was raised and reentered service.



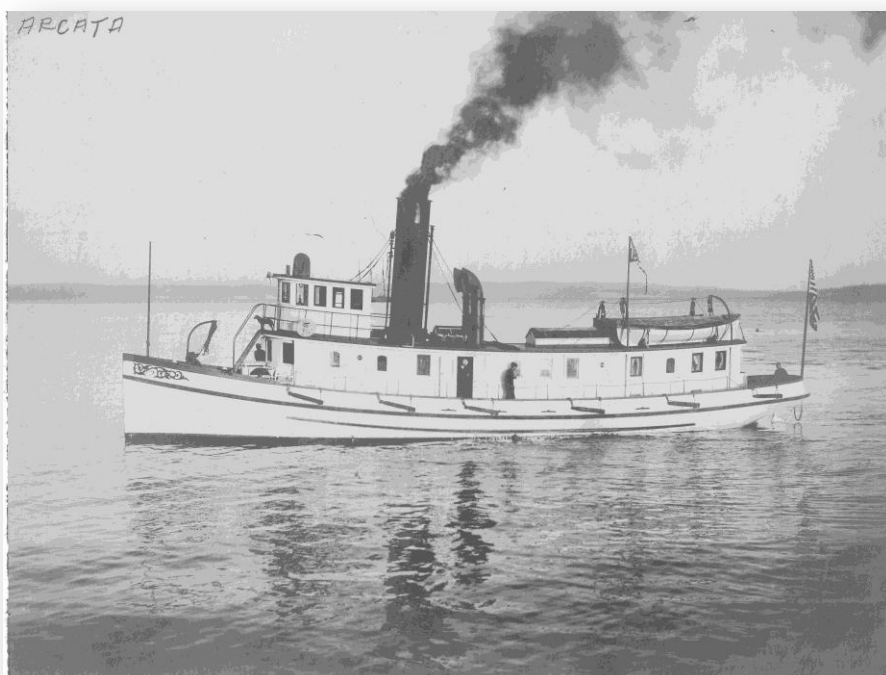
There were 17 Harbor Cutters and Launches on the 1915 US Coast Guard Register of Vessels. I have included this list below as a starting point for this essay.

1915 US COAST GUARD VESSELS								
Harbor Cutters and Launches								
Sigl.	Name (b.n.)	Station	Displ.	G. T.	Hull	Built	Dimensions	Notes
Ltrs.								
GVFB	Alert	Mobile, AL	35T	19T	Wood	1907 Mobile	61.5'x11'3"x5'x5'2"	
GVHC	Arcata (11)	Pt Townsend, WA	138T	144T	do.	1903 San Fran	85'x17'5"x10.5'x10'4"	
GVDR	Calumet	NY, NY	170T	170T	Iron	1894 Buffalo	94.5'x20.5'x10'3"x9'	
GVHM	Davey (19)	New Orleans	182T	119T	Steel	1908 Wilm. DE	92.5'x19'x11'x10'2"	
GVFH	Golden Gate	San Fran.	240T	171T	do.	1895 Seattle	110'x20.5'x11'3"x9'10"	
--	Guard (24)	Fri. Har., WA	--	32T	Wood	1914 M.I., CA	67'7"x12'5"x9'x6'3"	
--	Guide	NY, NY	41T	--	do.	1907 Bayonne	70'x13'x7'11"x4'8"	Twin screw
GVBQ	Guthrie	Balt. MD	149T	98T	Iron	1895 Balt., MD	88'x17.5'x9'3"x9'	
GVBT	Hartley	San Fran.	64T	23T	Wood	1875 San Fran.	64.5'x11'x5'x6.5'	
GVDQ	Hudson	NY, NY	170T	128T	Iron	1893 Camden, NJ	96.5'x20'x10'3"x9'	
GVHB	Mackinac (10)	SS Marie, MI	241T	160T	Steel	1903 Balt., MD	110'x20'x12'1"x10.5'	
GVCD	Manhattan	NY, NY	145T	117T	Iron	1873 Chester, PA	102'x20'5"x11'x8.5'	
GVDL	Penrose	Pensacola	41T	18T	Wood	1883 Bentley Man., NY	67'x12'x5'x5'4"	
GVFC	Scout	Pt. Townsend, WA	40T	--	do.	1896 Pt. Townsend, WA	61.5'x13'x6'x5.5'	
GVDW	Tybee (ren. AB-15)	Savannah	45T	28T	Steel	1895 Camden, NJ	63'x11'8"x7'1"x6'1"	
GVFW	Winnisimmet (9)	Boston	182T	132T	do.	1903 Balt., MD	96.5'x20.5'x10'3"x9'1"	
GVHD	Wissahickon (12)	Phila., PA	194T	128T	do.	1904 Balt., MD	96.5'x20.5'x10'3"x9'5"	

A few smaller craft were added to the roster in 1916 and 1917 as well as a couple of more typical Harbor Cutters. The number had grown to 24 by 1917, including the brand new *Tioga* at Baltimore and 2 other small vessels yet under construction. World War I then came along and saw the Coast Guard Transferred from the Treasury

Department to the Navy Department. It was absorbed by the Navy and the 24 Harbor Cutters (plus the *Kate Ross* which was transferred to the CG from the Port of NY) were transferred to the Navy along with the cruising cutters and many of the Coast Guard stations.

Aracata is shown to the right in a post-war photo from sometime in the 1920's.

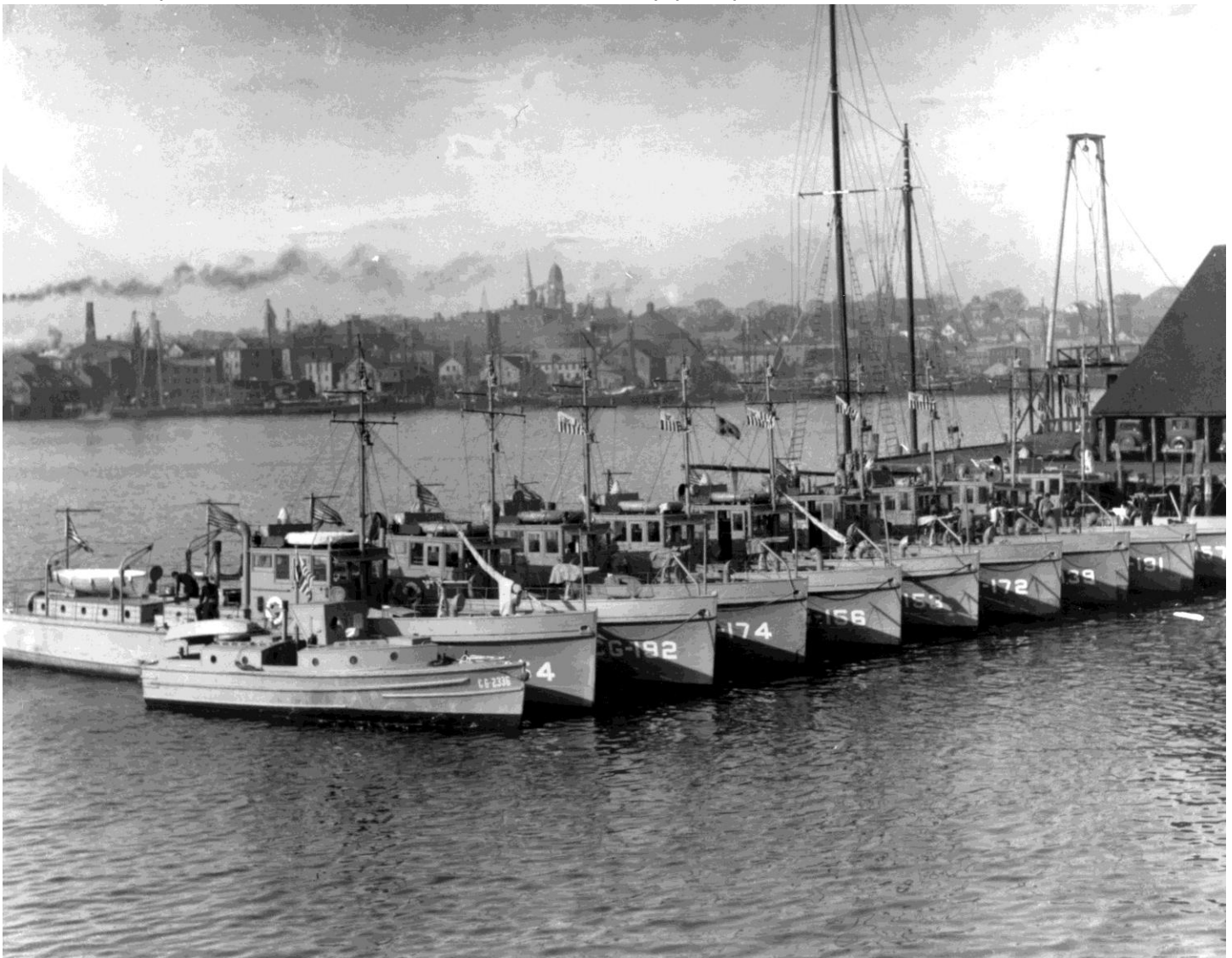


Once the War was over, in 1919, the Coast Guard was returned to the Treasury Department amid confusion

and wholesale discontent within the officer corps of both the Navy and Coast Guard. A movement to consolidate both services and abolish the separate Coast Guard found favor with many. Hearings were held to this end. But, with the passage of the Volstead Act the Coast Guard was soon tasked with enforcement duties under the national Prohibition law and soon was again a fixture in the Treasury Department. And while the naval service would have been quite happy to take on the personnel and assets of the Coast Guard to help with the Navy's duties, no one in the Navy seemed very keen on assuming the Coast Guard's traditional responsibilities for their more mundane tasks such as law enforcement, support of civilian maritime activities, aids to navigation and humanitarian duties, let alone the less than popular Prohibition enforcement.

Birth of the Six Bitters - The Start of Prohibition Enforcement Afloat in Earnest

Shown below are nine nearly new 75-foot Patrol Boats at CG Base #7 in Gloucester, MA, around 1925. These boats became the standard rum runner "chasers" for the duration of Prohibition. Over 200 were built and many served in the Coast Guard and as US Navy yard patrol craft until after World War II.



Beginning in 1923, a new classification was added to the US Coast Guard *Vessel Register*, "Inshore Patrol Cutters." These 24 vessels were smaller than Cruising Cutters and larger than harbor cutters. Some were older CG vessels, but most were ships acquired from the US Navy. 14 were former 110-foot wooden submarine chasers and two were former 200-foot Eagle Boats. But, this classification only lasted through

1924, and in 1925 was replaced by the classification "Patrol Boat" which is still in use today. The former sub chasers were on this list, along with some other former inshore patrol cutters and were joined for the first time by hundreds of new, built for the purpose, 75-foot wooden hulled Patrol Boats, which soon became popularly referred to as "Six Bitters." They were unnamed and numbered CG-100 thru CG-302. The late William D. Wilkinson wrote a fine article entitled "THE DEVELOPMENT OF THE SMALL INSHORE PATROL BOATS OF THE UNITED STATES COAST GUARD" for the Sept. - Oct. issue of ***Nautical Research Journal***. I have used his article as a starting point for the following two sections of this essay.

75 Foot Coast Guard Patrol Boats

The Six Bitters

CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
100	NRHA*/NCEO	Mathis Yachts, Camden	USN YP-67	Sold 1946
101	NRHB*	ditto	USN YP-53	Sold 1936
102	NRHC*/NEXB	ditto	USN YP-5	Accidentally Torpedoed 1938
103	NRHD*/NCHF	ditto	USN YP-48	Sold 1946
104	NRHF*	ditto	USN YP-10	
105	NCDH	ditto	USN YP-9	Sold 1946
106	NRHH*/NADC	ditto	USN YP-24	Sold 1946
107		ditto	Struck from Register between 1932 & 1933	
108		ditto	Struck from Register 1931	
109	NRHL*	ditto	Struck from Register between 1934 & 1935	
110	NRHM*	ditto	Struck from Register between 1938 & 1939	
111		ditto	Burned 7 March 1931	
112	NRHP*/NCDC	ditto	USN YP-57 (CG-8337)	Sold 1946
113		ditto	Sunk in collision 23 Jul 1928	
114		Mathis Yachts, Camden, NJ	Sunk in collision w. USN vessel off Atl. City, NJ 16Nov1925	
115		Defoe B&MW, Bay City, MI	Struck from Register between 1932 & 1933	
116	NRHR*/NEJC	ditto	USN YP-29	Sold 1946
117		ditto	Struck from Register between 1932 & 1933	
118	NRHU*	ditto	Struck from Register between 1934 & 1935	
119	NRHV*/NRZL	ditto	CG-74300	To WSA 1946
120		ditto	Struck from Register between 1932 & 1933	
121	NRHX*	ditto	Struck from Register between 1932 & 1933	
122	NRHY*	ditto	Struck from Register between 1933 & 1934	
123		ditto	USN YP-13	Sold 1941
124	NRIA*	ditto	Struck from Register between 1933 & 1934	
125	NRIB*	ditto	Struck from Register between 1933 & 1934	
126		ditto	Stranded in storm in Narragansett Bay, MA 10Feb1926	
127	NRIC*	ditto	CG-74350	Scrapped 1945
128	NRID*/NRZM	ditto	CG-74301	To WSA 1946
129		Defoe B&MW, Bay City, MI	Struck from Register between 1932 & 1933	
130	NRIG*/NRZN	Crowninshield SB, Fall River	CG-74302	Sold 1945
131	NRIH*/NRZP	ditto	CG-74303	To WSA 1946
132		ditto	Struck from Register between 1932 & 1939	
133	NRIK*/NCEM	ditto	USN YP-45	To MARAD 1946
134		ditto	Foundered in gale off Nantucket, MA, 11Oct1925	
135	NRIM*/NRZQ	ditto	CG-74304	To WSA 1946
136		ditto	Struck from Register between 1932 & 1933	
137	NRIP*	ditto	Struck from Register between 1933 & 1934	



CG-139 off Boston circa 1930



CG-153 off Gloucester, MA circa 1930 - both from Boston Public Library on-line photo collection.

The Six Bitters				
CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
138	NRIQ*	ditto	Struck from Register between 1933 & 1934	
139	NRIR*/NRZR	Crowninshield SB, Fall River	CG-74305	To WSA 1946
140	NRIS*/NRZU	Dachel-Carter BB, Benton Har., MI	CG-74306	To WSA 1946
141	NRIU*	ditto	Struck from Register between 1933 & 1934	
142	NRIV*/NAFP	Dachel-Carter BB, Benton Har., MI	USN YP-25	To MARAD 1946
143	NRIW*/NRZV	ditto	CG-74307	To WSA 1946
144		ditto	Struck from Register between 1932 & 1933	
145	NRZW	ditto	CG-74308	To WSA 1946
146	NRIZ*/NCFO	Dachel-Carter BB, Benton Har., MI	USN YP-46	Sold 1946



AB-20 in a photo taken about 1925 is 65 feet in length and resembles the 75-foot patrol boats.

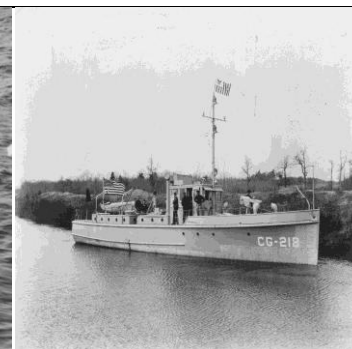
The Six Bitters

CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
147	NRJA*	Dachel-Carter BB, Benton Har., MI	CG-74309	To WSA 1946
148	NRJB*	ditto	CG-74310	To WSA 1946
149	NIDQ	Dachel-Carter BB, Benton Har., MI	USN YP-15	To MARAD 1946
150	NMED	T. H. Soule, Freeport, ME	CG-74349	Sold by MC 26May49
151	NRJF*	ditto	Struck from Register between 1933 & 1934	
152	NRJG*	ditto	USN YP-47	In collision and sunk 1943
153	NRJH*	ditto	CG-74311	Sold 1945
154	NRJJ*	ditto	Struck from Register between 1933 & 1934	
155	NRJK*	ditto	CG-74312	Sold 1945
156	NRJL*	ditto	CG-74313	To WSA 1946
157	NRJM*	ditto	CG-74314	To WSA 1946
158	NRJO*	ditto	CG-74315	To WSA 1946
159	NRJP*	T. H. Soule, Freeport, ME	CG-74316	To WSA 1946
160	NRJQ*/NCIB	New York Launch, NY, NY	USN YP-52	Sold 1946
161	NRJR*	ditto	Struck from Register between 1933 & 1934	
162	NRJS*	ditto	Struck from Register between 1933 & 1934	
163	NRJU*/NIDS	ditto	USN YP-20	To MARAD 1946
164	NRJV*	ditto	Struck from Register between 1935 & 1936	
165	NRJW*	ditto	Struck from Register between 1933 & 1934	
166		ditto	Struck from Register between 1932 & 1933	
167	NRJY*/NIBT	ditto	USN YP-31	Sold 1946
168	NRJZ*/NCBW	ditto	USN YP-54	Sold 1946
169	NROA*/NCCN	New York Launch, NY, NY	USN YP-55	Sold 1946
170	NROB*	Rice Brothers, E. Boothby, ME	CG-74317	Sold 1945
171	NROC*	ditto	CG-74318	To WSA 1946
172	NROD*	ditto	CG-74319	To WSA 1946
173	NROF*	ditto	CG-74320	Sold 1945
174	NROG*/NMES	ditto	CG-74346	To WSA 1946
175	NROH*/NIMK	ditto	USN YP-40	Sold 1946
176	NROJ*	ditto	CG-74321	To WSA 1946
177	NROK*/NIPX	ditto	USN YP-19	Sold 1946
178	NROL*	ditto	CG-74322	To WSA 1946
179		Rice Brothers, E. Boothby, ME	*Struck from Register between 1931 & 1932	

Two views of **CG-115** under construction at DeFoe, Bay City Michigan in 1924. (USCG Historian)

The Six Bitters

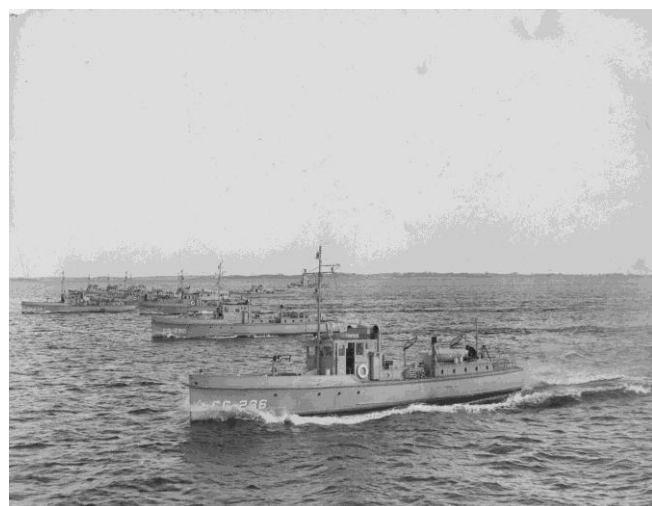
CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
180		Southern SY Corp, Newport News	Struck from Register between 1932 & 1933	
181	NCFM	ditto	USN YP-14	Sold 1946
182		ditto	USN YP-49	Scrapped 1943
183	NROU*/NCES	ditto	USN YP-58	Sold 1946
184	NROV*	ditto	Struck from Register between 1933 & 1934	
185	NROW*	ditto	CG-74323	To WSA 1946
186	NROX*	ditto	CG-74324	To WSA 1946
187	NROY*	ditto	Struck from Register between 1933 & 1934	
188		ditto	Lost in Hurricane Sep. 1928	
189	NROZ*/NMEC	Southern SY Corp, Newport News	Str fr Reg. bet 1933 & 34	CG-74348 (x-Lois)To WSA 1946
190	NRRA*	USN SY, Portsmouth, NH	CG-74325	To WSA 1946
191	NCDE	ditto	USN YP-8	Sold 1947
192	NRRC*	USN SY, Portsmouth, NH	CG-74326	Sold by MC 22Jul46

**CG-171** in ice circa 1928**CG-192** off Gloucester, MA circa 1928**CG-218** Commissioned 9Mar1925The Six Bitters

CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
193	NRRD*	Chance Marine Const. Co., Annapolis, MD	Struck from Register between 1937 & 1938	
194		ditto	USN YP-10	Sold 1941
195		ditto	Struck from Register between 1930 & 1931	
196		ditto	USN YP-11	Sold 1944
197	NRRJ*	ditto	Struck from Register between 1935 & 1936	
198		ditto	To C&GS 1933 as Miller, returned 1935	
199	NRRL*/NCGB	ditto	USN YP-21	Sold 1946
200		ditto	Struck from Register between 1933 & 1934	
201		ditto	Struck from Register between 1930 & 1931	
202	NCFU	Chance Marine Const. Co., Annapolis, MD	USN YP-59	To MARAD 1946
203	NRRQ*/NCEK	Kingston Dry Dock & Const. Co., Kingston, NY	USN YP-12	To MARAD 1946
204		ditto	Struck from Register between 1932 & 1933	
205	NRRU*	ditto	Struck from Register between 1933 & 1934	
206		ditto	Struck from Register between 1932 & 1933	
207	NRRW*/NCBS	ditto	USN YP-60	To MARAD 1946
208	NRRX*/NIFJ	ditto	USN YP-32	To MARAD 1946
209	NRRY*/NCCB	ditto	USN YP-6	To MARAD 1946
210	NRRZ*	ditto	Struck from Register between 1933 & 1934	
211	NRVA*	ditto	CG-74327 Rammed & Sunk by sub Thornback 10Nov44	
212	NRVB*	Kingston Dry Dock & Const. Co., Kingston, NY	CG-74328	To WSA 1946
213	NRVC*	Vinyard Shipbuilding, Co., Milford, DE	CG-74329	Sold 1945

The Six Bitters

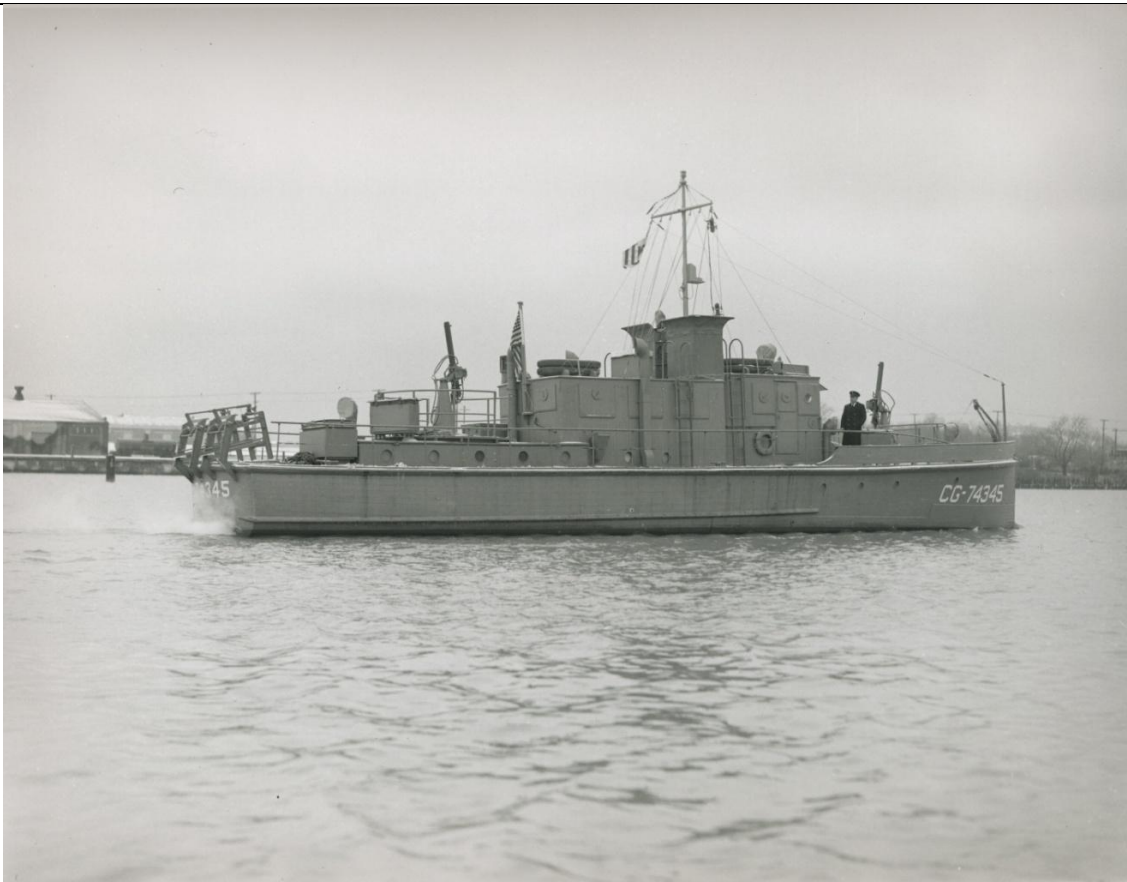
CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
214	NRVD*	Vinyard Shipbuilding, Co., Milford, DE	CG-74330	To WSA 1946
215	NRVF*	ditto	CG-74331	To WSA 31Aug1942
216		ditto	Struck from Register between 1932 & 1933	
217		ditto	Struck from Register 1929	
218	NRVJ*	ditto	CG-74332	To WSA 1946
219	NRVK*	ditto	CG-74333	To WSA 1946
220	NRVL*	ditto	Struck from Register between 1933 & 1934	
221	NRVM*/NCBO	ditto	USN YP-22	To MARAD 1946
222	NRVO*/NIHQ	Vinyard Shipbuilding Co., Milford, DE	USN YP-35	To MARAD 1946
223		Colonna's Shipyard, Inc., Norfolk, VA	USC&GS ship FARIS	
224		ditto	Struck from Register between 1932 & 1933	
225	NRVS*/NEDM	ditto	USN YP-28	Sold 1946
226	NRVU*	ditto	CG-74334	To WSA 1946
227	NRVV*	Colonna's Shipyard, Inc., Norfolk, VA	Struck from Register between 1933 & 1934	

**CG-222** shown about 1925**CG-300** at Bay St. Louis Bridge dedication 3Mar1928

10-Six Bitters off New London, CT, near mouth of Thames, 1Jun1927

**CG-190** at Boston circa 1930 - from Boston Public Lib. Coll.

<u>The Six Bitters</u>				
CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
228	NRVW*	Colonna's Shipyard, Inc., Norfolk, VA	CG-74335	To WSA 1946
229		ditto	Struck from Register between 1932 & 1933	
230		ditto	Lost in Hurricane Sep. 1928	
231	NRVY*	ditto	Struck from Register between 1933 & 1934	
232	NRVZ*	Colonna's Shipyard, Inc., Norfolk, VA	Struck from Register between 1933 & 1934	
233	NRXA*	Luder's Marine Const. Co., Stamford, CT	Struck from Register between 1933 & 1934	
234		ditto	Struck from Register between 1932 & 1933	
235	NRXC*	ditto	Struck from Register between 1933 & 1934	
236	NRXD*	ditto	Struck from Register between 1933 & 1934	
237		ditto	Struck from Register between 1932 & 1939	
238		ditto	Struck from Register 1928	
239		ditto	Struck from Register 1928	
240	NRXG*	ditto	CG-74336	Sold 1945
241		ditto	Struck from Register between 1932 & 1933	
242	NMDZ	Luder's Marine Const. Co., Stamford, CT	CG-74345	To WSA 1946
243		Gibbs Gas Engine Co., Jacksonville, FL	Destroyed 1931	
244	NRXL*/NRVV	ditto	CG-74337	To WSA 1946
245		ditto	Struck from Register 1927	
246		ditto	Struck from Register between 1932 & 1933	
247		ditto	Lost in hurricane 1926	
248		ditto	Lost in hurricane 1926	
249		Gibbs Gas Engine Co., Jacksonville, FL	Struck from Register between 1930 & 1931	



CG-74345 (ex CG-242) with WW II armor and armament circa 1942-3. Note water cooled 50-cal. mg.

<u>The Six Bitters</u>				
CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
250	NRXP*	Gibbs Gas Engine Co., Jacksonville, FL	Struck from Register between 1933 & 1934	
251		ditto	USN YP-30	Destroyed (Burned) 1937
252	NRXS*	Gibbs Gas Engine Co., Jacksonville, FL	USN YP-26	Lost 1942
253	NAKH	A. W. DeYoung, Alameda, CA	USN YP-33, USA Q-171, USA	1945
254	NRXU*/NRYV	ditto	CG-74338	To WSA 1946
255	NRXW*/NRYW	ditto	CG-74339	DC for disposal 1947
256	NRXX*	ditto	Wrecked on Spanish Cay, CA 12 Oct 1933	
257	NRXY*	ditto	Struck from Register between 1937 & 1938	
258	NRXZ*/NALK	ditto	USN YP-34	To MARAD 1946
259	NRYA*	ditto	USA P-12, Q-210	
260	NRYB*/NIJL	ditto	USN YP-38	To MARAD 1945
261	NRYC*	ditto	USN YP-51	Disposed of 1938
262	NRYD*	A. W. DeYoung, Alameda, CA	CG-74340	DC for disposal 1947
263	NRYF*	Lake Union Dry Dock, Seattle, WA	USN YP-18	Disposed of 1945
264		ditto	Struck from Register between 1932 & 1933	
265	NRYH*	ditto	CG-74341	To WSA 1946
266		ditto	Struck from Register between 1932 & 1933	
267		ditto	USN YP-16	Burnt 1942
268		ditto	Struck from Register between 1932 & 1933	
269	NRYM*/NIJL	ditto	USN YP-38	To MARAD 1945
270	NRYO*	ditto	CG-74342	To WSA 1946
271	NRYP*	ditto	CG-74343	To WSA 1946
272	NIGG	ditto	USN YP-7	To WSA 1947
273	NALQ	ditto	USN YP-37, USA Q-173	
274	NRYP*	ditto	Struck from Register between 1937 & 1938	
275		ditto	USN YP-17	To MARAD 1945
276	NRYW*/NIJN	Lake Union Dry Dock, Seattle, WA	USN YP-39, To USA Q-172	1945

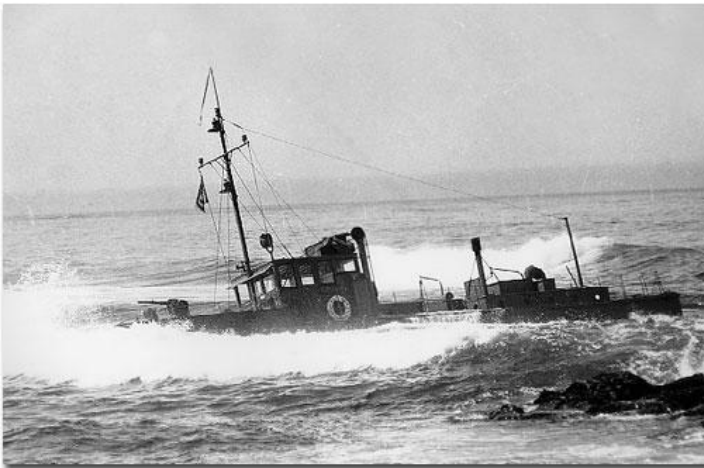


767-36 Boston Navy Yard, Sept. 21 1936. 75' Diving Boat U.S.N.Y.P.5

YP-5 ex. CG-102 at Boston 21Sep1936, later involved in a torpedo accident.

<u>The Six Bitters</u>				
CG#	Sig. Ltrs. (Pre-war*)	Built by	Later Became	Final Fate
277		Lake Union Dry Dock, Seattle WA	Struck from Register between 1932 & 1933	
278	NRYY*	Mathis Yacht Building, Camden, NJ	USN YP-50	Sold 1946
279	NRYZ*	ditto	Struck from Register between 1932 & 1933	
280	NRZA*/NIKD	ditto	USN YP-36	Sold 1946
281		ditto	Sold 1925 as <i>Ethyl Ruth</i>	
282	NRZC*	ditto	Struck from Register between 1933 & 1934	
284		ditto	Struck from Register between 1932 & 1933	
285		ditto	Struck from Register between 1932 & 1933	
286	NRZH*/NCCE	ditto	USN YP-23	Sold 1946
287	NRZJ*	ditto	Struck from Register between 1933 & 1934	
288	NRZK*	ditto	CG-74344	To WSA 1946
289		ditto	Struck from Register between 1932 & 1933	
290		ditto	Struck from Register between 1932 & 1933	
291		ditto	Struck from Register between 1932 & 1933	
292	NRZP*	Mathis Yacht Building, Camden, NJ	Struck from Register between 1933 & 1934	
293		Gibbs Gas Engine Co., Jacksonville, FL	Struck from Register between 1933 & 1934	
294		ditto	Struck from Register 1931	
295		ditto	Struck from Register between 1932 & 1939	
296		ditto	Struck from Register 1931	
297		ditto	Struck from Register 1930	
298		ditto	Struck from Register between 1932 & 1933	
299		ditto	Struck from Register between 1933 & 1934	
300		ditto	Struck from Register between 1932 & 1933	
301	NRZY*/NEBV	ditto	USN YP-27	To MARAD 1946
302	NRZZ*	Gibbs Gas Engine Co., Jacksonville, FL	Struck from Register between 1938 & 1939	
From 1932 to 1938 the <i>Register of . . Ships . . U. S. Coast Guard</i> stopped listing individual six-bitter boats, apparently to save space. Thus I have used data in <i>Merchant Vessels of US for 1931 to 1938</i> to fill in most of the gaps. I can thus narrow the strike yrs. down to a two year time period.				

The Six Bitters were virtually identical, regardless of builder. Their dimensions were 74'11"x13'7.5"x4' and they displaced 37 T. Built of wood they were powered by twin Sterling 200-hp 6-cyl gasoline engines. Their top speed was about 12 knots. Their 8 man crews consisted of a Chief Boatswain's Mate, or a Warrant Boatswain as OIC, along with two lower rated BM's, two Seaman and an engine room crew of a Chief Motor Machinist's Mate, and two lower rated MM's. They originally mounted a 1-pounder gun forward and carried various other small arms. In WW II there was no standard armament but they often mounted a 20-mm gun & other m.g.



CG-256 was lost in 1933



The next 3 photos are USN Photos from the National Archives. **CG-139** at Key West 23Apr 1942. She mounts a water cooled 50-cal aft and is in serious need of a scrape & paint.



CG-172 & CG 171 also shown at Key West on 23Apr1942. They will be renumbered as CG-74319 & CG-74318 respectively by 1943.



Two more six bitters from the Boston Library Collection; **CG-179** (L) off Gloucester and **CG-155** off Manchester, MA. Both circa 1930



Four Six-bitters and a Buck and a Quarter in Boston circa 1933. Boston Library Collection.

Before we move on to the next generation of CG patrol craft it's only proper that we give these hearty craft the credit which they deserve for their long and varied service. As you can see from the listing above they served in more than just their intended role as chasers of rum runners. Many gave yeoman service for 25 years or more to both the CG and the Navy. They served all through World War II, long after the end of Prohibition. This was despite their inherent limitations as to speed and armament. They were surprisingly seaworthy craft and several survived extremes of weather. A few even remained afloat in the midst of ocean storms after having been abandoned by their crews and were returned to service after being towed to port when the storm abated.

Later, their rugged wooden construction and durable design made them desirable to the U.S. Navy for use as District patrol craft, "YP's" or Yippies for short, and dozens of them served in this role, many through the mid and late 1930's and up through the end of World War II. Many others were sold into civilian service after the end of Prohibition, with a few of these returning to the CG for further wartime service. The end of the war saw the survivors disposed of, as they were by then 20 years old and had seen continuous heavy service and were just about worn out. The newer and faster 83-footers which will be covered subsequently remained in service and we shall get to them as soon as we cover the second generation "CG-400" series boats, and the former rum runners which were seized and taken into Coast Guard for service chasing other rummies during Prohibition.

Second Generation Rum Runner Pursuit Craft - the Quest for Speed



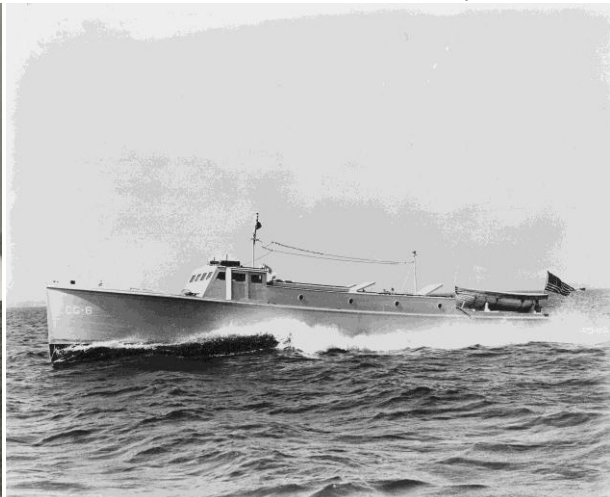
CG-403 a 78-footer of the first group of "400" class boats



CG-78302 show in WW II was formerly **CG-402**



The **CG-411** is an 80-footer and can make 26 knots.



This speedy 60-foot former Rummy served as **CG-6**

During the dozen or so years that Prohibition lasted the rummies were always innovative in developing new ways to foil the enforcement efforts of the Coast Guard and other law enforcement agents. At sea and on the Great Lakes the rum runners, often referred to as "blacks" for their love of nocturnal activity, included some of the fastest small craft then available. Many of these outlaw craft were custom designed and built especially for their high speed. If the bootleggers couldn't outsmart the Coast Guard they would try to simply out run them. At this they were very successful until aircraft were later employed.

The fastest vessels in the Coast Guard at this time were the destroyers which were on loan from the Navy. But they were unable to operate in the shallow waters of the coastal bays and inlets. The answer to this quandary was for the Coast Guard to design and build faster boats than the six-bitters. This led to the development of the "400" series of fast patrol craft, beginning with a half dozen 78-footers. These boats, which were numbered **CG-400** thru **CG-405**, entered service in 1931, and were capable of making 21-knots sustained speed and sprints of 24 or 25 knots. This was a considerable improvement over the 12-knot six-bitters, but hardly in the class of the fastest rum runners, which easily made nearly 40-knots.

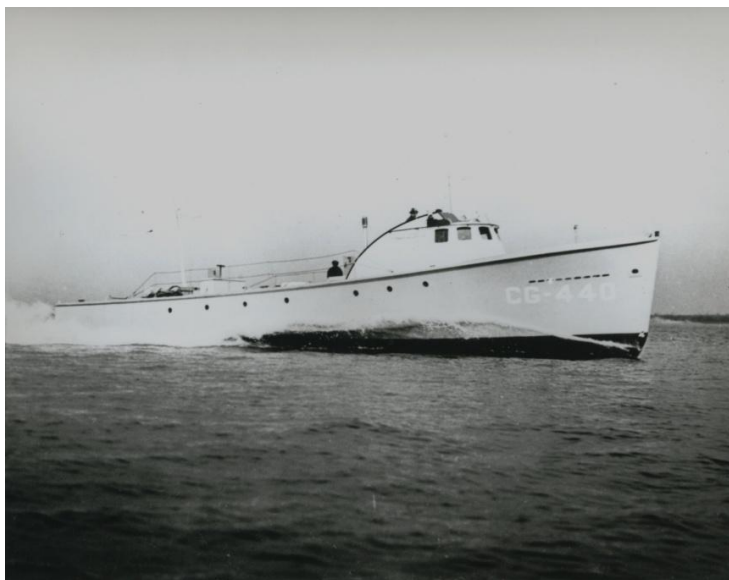
The Coast Guard settled on tactics and technology rather than raw speed to combat the rum running speed boats and didn't build additional fast patrol boats until 1937. These came in three varieties, by length; 80, 72, and 65-footers. Nine 80-footers were built along with pairs of 72 & 65-footers. The 78's resembled the six-bitters with less top clutter, while the subsequent 400 boats were more streamlined and were all of similar appearance, with the 80-footers a bit unique, in that they have an exhaust stack amidships. All the 400's served through World War II, but were soon disposed of after the war. The initial armament for all of these boats was a one-pounder mounted forward, a 30-cal m.g. and small arms.

<u>The 400 Series of Fast Patrol Boats</u>				
CG#	Sig. Ltrs.	Built by	Later Became	Final Fate
<u>78-Footers</u>				
400	NRQA	Southern Shipyard Corp., Newport News, VA	CG-78300	Sold Apr47
401	NRQB	ditto	CG-78301	Sold Jan48
402	NRQC	ditto	CG-78302	Sold Apr46
403	NRQD	ditto	CG-78303	Sold May47
404	NRQF	ditto	CG-78304	Sold Jul46
405	NRQG	Southern Shipyard Corp., Newport New, VA	CG-78305	Sold Jan48
<u>80-Footers</u>				
406	NRQH	Gibbs Gas Eng. Co., Jacksonville, FL	CG-80300	To MC Sold 25Sep47
407	NRQI	ditto	CG-80301	To WSA 22Jun1946
408	NRQJ	ditto	CG-80302	To WSA Sold 7Jan47
409	NRQK	ditto	CG-80303	To WSA Sold 17Jan47
410	NRQL	Gibbs Gas Eng. Co., Jacksonville, FL	CG-80304	To MC sold 29Jan47
411	NRQM	Harbor Boat Bldg. Co., Terminal Isl., CA	CG-80305	To MC sold 17May47
412	NRQN	ditto	CG-80306	To Mc Sold 26Sep47
413	NRQO	ditto	CG-80307	To WSA 19Jul1946
414	NRQP	Harbor Boat Bldg. Co., Terminal Isl., CA	CG-80308	To WSA 19Jul1946
<u>72-Footers</u>				
440	NRQQ	Chance Mar. Const. Co., Annapolis, MD	CG-72300	Sold 5Jun45
441	NRQR	Chance Mar. Const. Co., Annapolis, MD	CG-72301	To MC Sold 14Nov1947
<u>65-Footers</u>				
442	NRHV	William Whiting, Long Beach, CA	CG-65300	To MC Sold 22Sep47
443	NRHW	William Whiting, Long Beach, CA	CG-65301	Sold 7Jul1948

400 Series Boats' Details						
	Dimensions	Disp.	Hull	Speed	Propulsion	Notes
78-Footers	78'9"x14.5"x4'	43T.	Wood	21 Kts.	2-scr. gasoline 1,130 HP	All 4 Classes originally carried 1-pdrs Armament varied in WW II
80-Footers	80'9"x15'7.5"x4'	47T.	Wood	26 Kts.	2-scr. gasoline 1,600 HP	
72-Footers	72'x15'1.5"x3'7"	31T.	Wood	28 Kts.	2-scr. gasoline 1,600 HP	72-footers were to have been 65-footers, but were lengthened to add speed.
65-Footers	65'x14'1"x3'9"	26T.	Wood	27 Kts.	2-scr. gasoline 1,600 HP	



CG-78303 comes alongside an CVE 16Dec1943



CG-440 a 72-footer at speed circa 1937

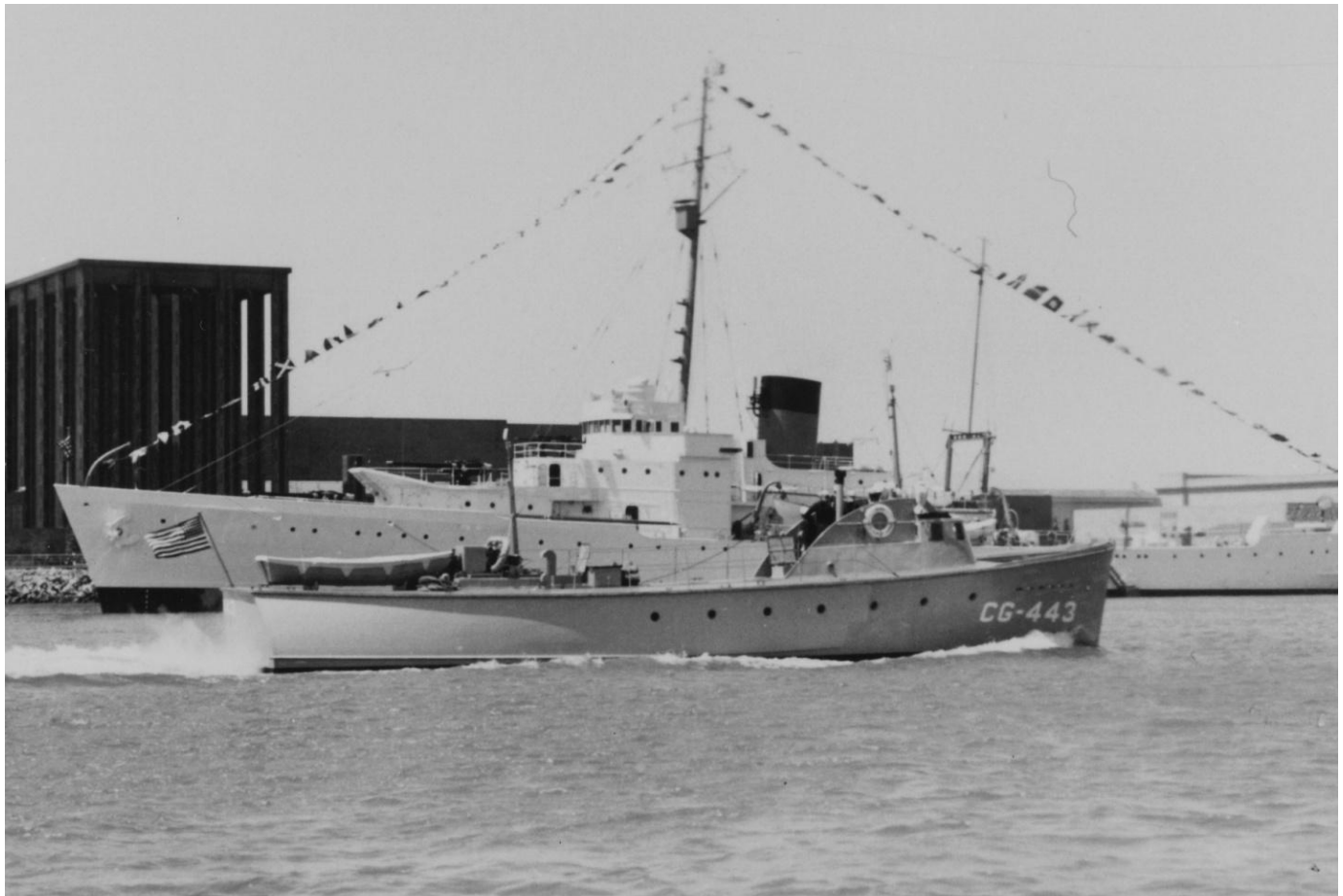


CG-406 (with CG-407 in the background and in the photo to the right) shown off NYC. These photos were taken by my late friend Bill Davis on 30 April 1939. They are good examples of pre-war 80-footers in action.

During the height of prohibition literally dozens of rum running boats were seized by the Coast Guard. Many were temporarily used by the Coast Guard to help enforce Prohibition and a number served for quite some time. Most however were sold, transferred to other government agencies, burned or otherwise disposed of. A partial listing of the more notable long service seized boats is below. An excellent reference on this subject is Malcolm F. Willoughby's fine little book ***Rum War at Sea***. In an Appendix he lists all of the boats seized by the CG and their fates. The copy I have was published in 1964 by the Government Printing Office and used copies are available (as of 2014) on the Internet from Amazon.com and the American Book Exchange (ABE) for less than \$10 post paid. Good reading too and a wonderful value for the money.



This shot is also from Bill Davis collection and shows the **CG 408** with **CGC Campbell** on 10 Jun 1939.



CG-443 a 65-footer underway passing the **CGC Ingham** somewhere on the West Coast, circa 1938.

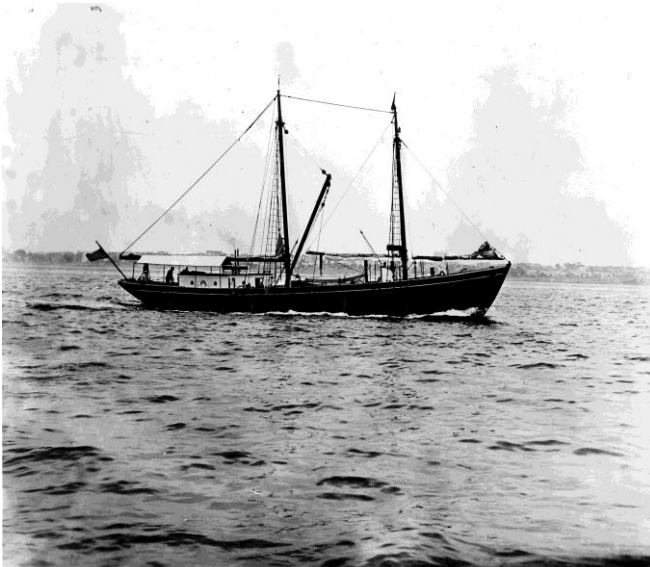
Misc. Patrol Craft and Selected Seized Boats

CG#	Sig. Ltrs.	Name	Lgth.	Displ.	Hull	Propulsion	Built	Notes
806	--	Reclaimer	103'4"	--	Wood	Gasoline	--	From 1928 Register
904	--	Dart	66'3"	--	Wood	Gasoline	--	ditto
(bn.29)	--	Patrol	68'9"	28T	Wood	Gas 2-scr	1917 City Isl., NY	From 1930 Register
xUSN SP-824 NRKK	--	Swift	66'	--	Wood	Gas 2-scr	1917 L.A., CA	From 1931 Register
810	--	--	81'6"	--	Wood	Semi-diesel	--	ditto
821	--	Vinces	92'9"	58T	Wood	Diesel 2-scr	--	From 1932 Register
815	--	--	110'	22GT	Wood	Diesel	--	ditto
850	--	--	75'5"	22T	Wood	Gasoline	--	From 1933 Register
833	--	--	76'7"	--	Wood	Gasoline	--	From Jan35 Register
9266	NRZQ	later CG-439	--	72'4"	25T	Wood	Gasoline	1933 From 1940 Register
415	NRHA	ex. AB-9	--	81'	--	Wood	Semi-diesel	-- From 1941 Register
490	NRZX	ex. CG-833	--	83'	38T	Wood	Gas 2-scr	1931 Terminal Isl., CA ditto

Photo # NH 42449 USCGC Swift at San Francisco. She was USS Broadbill during World War I



Patrol which later became **AB-38** probably off NYC



CG-821 Vincennes underway probably on Chesapeake circa 1930



CG-72300 damage in storm at Little Creek, VA 14Sep44

U. S. Coast Guard
Small Cutters and Patrol Boats
1915 to 2012 (Part 2)

World War II Brings 83-Footers and What Have You



In 1941, before World War II had really begun, on our side of the Atlantic, preparations for conflict were already underway by the Coast Guard. In Brooklyn, NY, at Wheeler Shipyard, a new breed of offshore patrol boat was spawned, by the dozens. Seen above are 4 early boats in varying stages of construction. **CG-456** at the left has not yet received her bronze deck house, while **CG-453** already has search lights.

These attractive craft were streamlined in appearance, 83-feet in length, fast, with a 20-knot top speed. And they would soon to be well armed for chasing U-boats, in addition to their more mundane patrol duties. And like all Coast Guard boats they would be *Always Ready* for any search and rescue mission, including that important S & R duty off the Normandy Coast of France for D-Day in June 1944, three years hence and many miles away. As a boy I would admire the 83-footers stationed at Cape May, NJ. They would serve the Coast Guard proudly for more than 20 years in war and peace, and would leave one of their number behind, as a floating memorial, for us to enjoy today in the Twenty-first Century. BRAVO!



CG-83301 the second 83-footer built, shown 5 October 1943 in NARA photo RG-80-G-84802



CG-457 circa 1942 mounts, 50-cal water cooled m.g. forward. **CG-624** turning up the knots, mounts a 20-mm aft.

The Roster of 83-Footers

<u>83-Foot #</u>	<u>CG #</u>	<u>CallSign</u>	<u>Built</u>	<u># on D-day</u>					
83300	450	NLUA	1941	CG-1	83357	608	NLWX	1942	
83301	451	NLUB	1941		83358	609	NLWY	1942	
83302	452	NLUC	1941		83359	610	NLWZ	1942	
83303	453	NLUD	1941		83360	611	NLXA	1942	CG-8
83304	454	NLUF	1941	CG-2	83361	612	NLXB	1942	CG-9
83305	455	NLUG	1941		83362	613	NLXC	1942	CG-10
83306	456	NLUH	1941		83363	614	NLXD	1942	
83307	457	NLUI	1941		83364	615	NLXE	1942	
83308	458	NLUJ	1941		83365	616	NLXF	1942	
83309	459	NLUK	1941		83366	617	NLXH	1942	CG-11
83310	460	NLUL	1941		83367	618	NLXI	1942	
83311	461	NLUM	1941		83368	619	NLXJ	1942	
83312	462	NLUN	1941		83369	620	NLXK	1942	
83313	463	NLUO	1941		83370	621	NLXL	1942	CG-12
83314	464	NLUP	1941		83371	622	NLXM	1942	
83315	444	NLUQ	1941		83372	623	NLXN	1942	CG-13
83316	466	NLUR	1941		83373	624	NLXO	1942	CG-14
83317	467	NLUS	1941		83374	625	NLXP	1942	
83318	468	NLUT	1941		83375	626	NLXQ	1943	CG-15
83319	469	NLUU	1941		83376	627	NLXR	1943	
83320	470	NLUW	1941	CG-3	83377	628	NLXS	1943	CG-16
83321	471	NLUX	1941	CG-4	83378	629	NLXU	1943	CG-17
83322	472	NLUY	1941		83379	630	NLXV	1942	
83323	473	NLUZ	1941		83380	631	NLXW	1942	
83324	474	NLVA	1941		83381	632	NLXX	1942	
83325	475	NLVB	1942		83382	633	NLXY	1942	
83326	476	NLVC	1942		83383	634	NLXZ	1942	
83327	477	NLVD	1942	CG-5	83384		NOEA	1942	
83328	478	NLVE	1942		83385		NOEB	1942	
83329	479	NLVF	1942		83386		NOEC	1942	
83330	480	NLVH	1942		83387		NOED	1943	
83331	481	NLVI	1942		83388		NOEF	1943	
83332	482	NLVJ	1942		83389		NOEG	1943	
83333	483	NLVK	1942		83390		NOEH	1943	
83334	484	NLVL	1942	CG-6	83391		NOEI	1943	
83335	485	NLVM	1942		83392		NOEJ	1943	
83336	486	NLVN	1942		83393		NOEK	1943	
83337	487	NLVO	1942	CG-7	83394		NOEL	1943	
83338	488	NLVP	1942		83395		NOEM	1943	
83339	489	NLVQ	1942		83396		NOEN	1943	
83340	491	NLVR	1942		83397		NOEO	1943	
83341	492	NLVS	1942		83398		NOEP	1943	CG-18
83342	493	NLWH	1942		83399		NOEQ	1943	CG-19
83343	494	NLWI	1942		83400		NOER	1943	
83344	495	NLWJ	1942		83401		NOES	1943	CG-20
83345	496	NLWK	1942		83402		NOET	1943	CG-21
83346	497	NLWL	1942		83403		NOEU	1943	
83347	498	NLWM	1942		83404		NOEV	1943	
83348	499	NLWN	1942		83405		NOEW	1943	
83349	600	NLWO	1942		83406		NOEX	1943	
83350	601	NLWP	1942		83407		NOEY	1943	CG-22
83351	602	NLWQ	1942		83408		NOEZ	1943	CG-23
83352	603	NLWR	1942		83409		NOFA	1943	CG-24
83353	604	NLWS	1942		83410		NOFB	1943	
83354	605	NLWU	1942		83411		NOFC	1943	CG-25
83355	606	NLWV	1942		83412		NOFD	1943	CG-26
83356	607	NLWW	1942		83413		NOFF	1943	
					83414		NOFG	1943	



CG-83306 shown in 1944, she was lost off Okinawa in 1945.

83-Foot #	CG #	CallSign	Built	# on D-day
83415		NOFH	1943	CG-27
83416		NOFI	1943	CG-28
83417		NOFJ	1943	CG-29
83418		NOFK	1943	
83419		NOFL	1943	
83420		NOFM	1943	
83421		NOFN	1943	
83422		NOFO	1943	
83423		NOFP	1943	
83424		NOFQ	1943	
83425		NOFR	1943	CG-30
83426		NOFS	1943	
83427		NOFT	1943	
83428		NOFU	1943	CG-31
83429		NOFV	1943	
83430		NOFW	1943	
83431		NOFX	1943	CG-32
83432		NOFY	1943	CG-33
83433		NOFZ	1943	
83434		NOGA	1943	
83435		NOGB	1943	CG-34
83436		NOGC	1943	
83437		NOGD	1943	
83438		NOGF	1943	
83439		NOGG	1943	CG-35
83440		NOGH	1943	CG-36
83441		NOGI	1943	
83442		NOGJ	1943	CG-37
83443		NOGK	1943	CG-38
83444		NOGL	1943	
83445		NOGM	1943	CG-39
83446		NOGN	1943	
83447		NOGO	1943	CG-40
83448		NOGP	1943	
83449		NOGQ	1943	
83450		NOGR	1943	
83451		NOGS	1943	
83452		NOGT	1943	
83453		NOGU	1943	
83454		NOGV	1943	

83455	NOGW	1943	
83456	NOGX	1943	
83457	NOGY	1943	
83458	NOGZ	1943	
83459	NOHA	1943	
83460	NOHB	1943	
83461	NOHC	1943	
83462	NOHD	1943	CG-41
83463	NOHF	1943	CG-42
83464	NOHG	1943	CG-43
83465	NOHH	1943	CG-44
83466	NOHI	1943	CG-45
83467	NOHJ	1943	
83468	NOHK	1943	CG-46
83469	NOHL	1943	
83470	NOHM	1943	
83471	NOHN	1943	CG-47
83472	NOHO	1943	
83473	NOHP	1943	CG-48
83474	NOHQ	1943	
83475	NOHR	1943	
83476	NOHS	1943	
83477	NOHT	1943	
83478	NOHU	1943	
83479	NOHV	1943	
83480	NOHW	1943	
83481	NOHX	1943	
83482	NOHY	1943	
83483	NOHZ	1943	
83484	NOIA	1943	
83485	NOIB	1943	
83486	NOIC	1943	
83487	NOID	1943	
83488	NOIF	1943	
83489	NOIG	1943	
83490	NOIH	1943	CG-49
83491	NOII	1943	
83492	NOIJ	1943	
83493	NOIK	1943	CG-50
83494	NOIL	1943	CG-51
83495	NOIM	1943	
83496	NOIN	1943	
83497	NOIO	1943	
83498	NOIP	1943	
83499	NOIQ	1943	
83500	NOIR	1943	CG-52
83501	NOIS	1943	CG-53
83502	NOIT	1943	CG-54
83503	NOIU	1943	CG-55
83504	NOIV	1943	
83505	NOIW	1943	
83506	NOIX	1943	
83507	NOIY	1943	
83508	NOIZ	1943	
83509	NLPZ	1943	
83510	NOJB	1943	
83511	NOJC	1943	CG-56
83512	NOJD	1943	CG-57
83513	NOJF	1943	CG-58

83-Foot #	CG #	CallSign	Built	# on D-day
83514		NOJG	1943	CG-59
83515		NOJH	1943	
83516		NOJI	1943	CG-60
83517		NOJJ	1943	
83518		NOJK	1944	
83519		NOJL	1944	
83520		NOJM	1944	
83521		NOJN	1944	

83522	NOJO	1944
83523	NOJP	1944
83524	NOJQ	1944
83525	NOJR	1944
83526	NOJS	1944
83527	NOJT	1944
83528	NOJU	1944
83529	NOJV	1944



Another view of **CG-624** later **CG-83373** turning up the knots circa 1942. Note 20-mm gun aft.



CG-83487 shows off her sea keeping abilities, circa 1944.



CG-83434 at speed on maneuvers 23 Mar 1944.



CG-83309 rescues pilot while plane guarding for **CVE-30 Charger**, 12 September 1943.



Another plane guard **CG83369** for **CVE-13 Core** Apr 1944. Off Normandy Beach Jun 1944 **CG-6 (CG-83334)**.

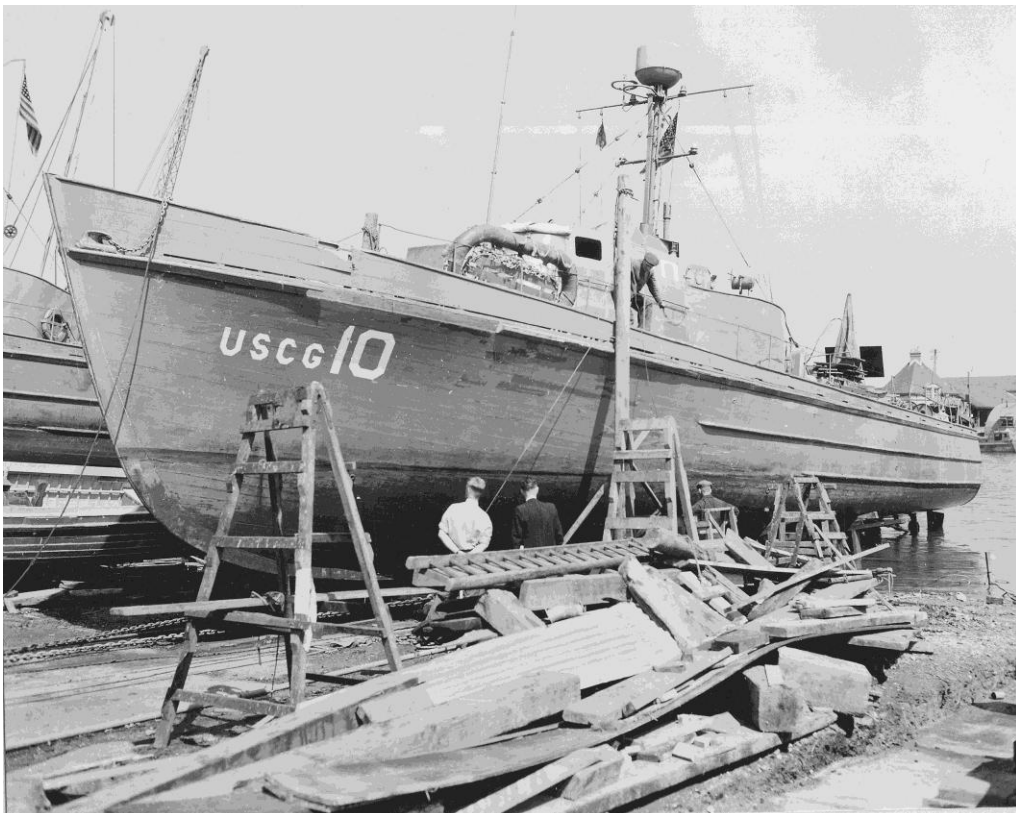
Most of the early 83-footers served on the Eastern Sea Frontier, the Caribbean Sea Frontier or the Gulf Sea Frontier. Some were later transferred to the west coast and sixty were assigned to act as life guard rescue craft for the June 1944 Normandy Invasion. Shortages of bronze caused the boats numbered from **CG-83436** and above to be built with plywood deckhouses instead of bronze. As originally built these boats achieved about 20 knots on trials. But by the end of the war in 1945 most had received additional equipment increasing their displacement, and after years of hard service most were limited to a sustained speed of 12 or 13 knots and a sprint speed of around 15 knots. Typical specifications are below.

83-footer Specifications

Dimensions	Disp.	Hull	Speed	Propulsion	Notes
83'2"x16'2"x5'4"	76T(fl)	Wood	20kts.(Max)	Gasoline twin screw	Later some got diesels



CG-54 (CG-83502) off Normandy June 1944. Note flat top of wooden wheel house.



CG-10 (CG-83363) undergoes repairs at Poole, England, 8 Aug 1944 after Normandy.



CG-83475 rescues another pilot as a plane guard for **CVE-30 Charger**, 22 Nov 1943.

After World War II many of the 83-footers were laid up in reserve due to personnel shortages. At the end of 1946 there were just 28 83-footers in active service, while 17 were In Commission in Reserve, 54 were "Out of Commission in Reserve," and three were Decommissioned for Disposal. So just 102 remained of the 230 built for the Coast Guard. By January 1960 just 45 83-footers were in active service, and all of these had been replaced by new steel hulled 82-foot Point Class boats by July 1964. Before closing this section I will post a number of interesting post war photos of 83-footers, but first I'll finish off the wartime photos with some of the miscellaneous former civilian boats which served in the Coast Guard, patrolling faithfully behind the scenes with little notice or fanfare. A complete listing of these vessels appears in Robert L. Scheina's fine book ***U.S. Coast Guard Cutters and Craft of World War II***.



CG-88006 escorts ships in & out of NYC.



Another view of **CG-88006**.



CG-81006 under sail.

83-footers After the War



CG-83303 in fresh paint without guns, circa 1949.



CG-83312 also spruced up in peacetime livery, circa 1950.



Another later view of **CG-83312** 27 Apr 1959. Note updated radar, TV antennae, and 20-mm gun forward. It also appears that she has been fitted with diesels engines and thus the stack which has been added aft of the wheel house.



Two more views of the **CG-83312** showing the stack to better advantage. Smoke appears to be diesel exhaust.



CG-83334 shown at Montauk Station on Long Island, NY 16 Apr 1959. Note 30-foot utility boat behind & absence of guns.



CG-83362 sold out of service 12 Nov 59 in Honolulu.



CG-83394 9Jul48 off CG Yard, MD after diesel conversion.



CG-83403 in fresh paint circa 1950, 20-mm unshielded.



CG-83453 at speed, with 20-mm gun aft, circa 1948.



CG-83457 underway 24 October 1948, with 20-mm gun forward.



Mariner Flying Boat behind **CG-83455** circa 1948, apparently getting ready for a tow.



CG-83486 off Boston 10 July 1958



CG-83487 underway circa 1958, note 20-mm aft, and TV Antenna aft of wheelhouse.



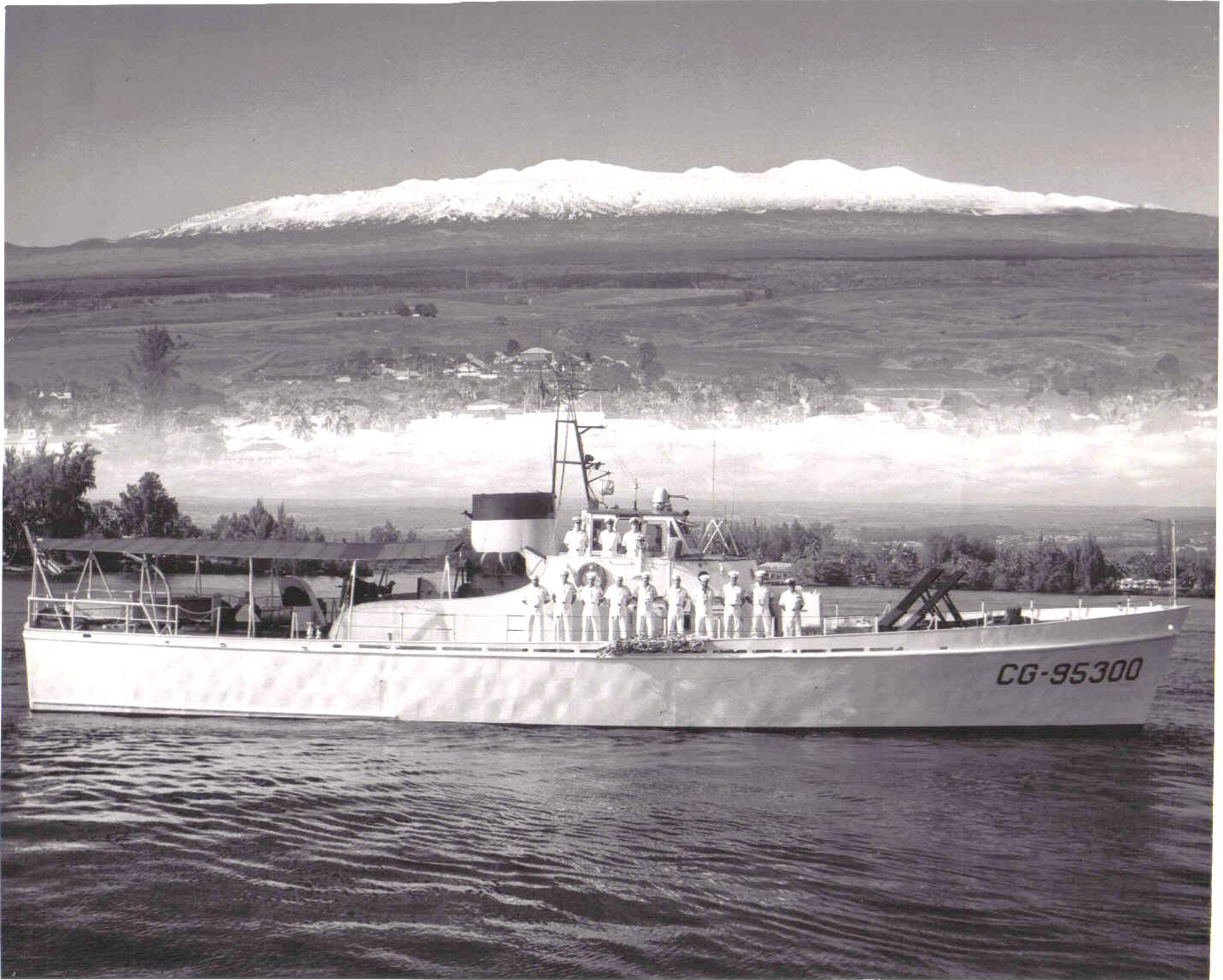
CG-83527 shown circa 1948 and underway in 2008 as a floating museum in the Pacific N.W.



CG-83529 in Cape May Canal 1958, Last of her class. Photo by author (My first photo published in Jane's FS (1960))

Post War Reconstruction; Cape and Point Classes

95-footers -- Heavyweights of the Patrol Fleet



WPB-95300 the first "A" Type 95-footer. She is shown, with rail manned, in a photo from the ship's 1963 Christmas Card. Later named **Cape Small**, she was stationed in Hilo Hawaii and it is not unlikely that this photo was retouched to show off the Mauna Kea snow cap and to give the picture the feel of the Winter Holiday Season, despite the sun shade awning rigged over the after deck.

By the late 1940's Cold War tensions and the Korean Conflict stirred interest in new patrol craft to replace the aging wooden hulled, gasoline powered, 83-footers. So by the early 1950's, steel hulled boats with more speed, heavier armament, anti-submarine capabilities, greater endurance and powered by less flammable diesel fuel were designed and built at the Coast Guard Yard. These were the 95-footers which were later given "Cape" names, and then later the smaller, more numerous 82-foot "Point" class. Three versions of 95-footers were built and as their design evolved they would provide valuable lessons in the use of aluminum superstructures on steel hulls and the control of the resulting electrolysis. How all this came about and details of the types are provided below. From the CG Historian's Web Site we learn that, *"During the period of construction, three distinctive sub-classes evolved as the Coast Guard's mission emphasis shifted from ASW to search and rescue (SAR), The A Type 95-footer was outfitted primarily for*

ASW. The B Type differed by mounting a 40 mm vice 20 mm gun and being fitted with scramble nets, a towing bit, and a large searchlight – all important SAR tools. The C Type units were constructed without the heavy armament and for economy some of the SAR equipment was also deleted. However, the Coast Guard added these SAR items to both the As and Cs during various refits. A renovation program began in the mid-1970s but was ended, due to increasing expenses and a shortage of funds, after 16 boats had been overhauled." **WPB-95315** went to Haiti as **La Crete a Pierrot** on 1 Aug 1955 upon her completion.

As an aside, that renovation program info above certainly sounds familiar to those of us who follow current events with CG Vessel Acquisition Programs. But enough of that -- let's get on with the details and photos of these fine cutters.

Roster of 95-foot Cape Class Cutters

Type "A"

Number	Name	Comm.	Call Sign	Station 1960 (1964)	Notes
95300	Cape Small	17Jul1953		Hilo, Hawaii	
95301	Cape Coral	21Sep1953		Juneau, AK	
95302	Cape Higgon	14Oct1953		Long Beach, (Newport Beach) CA	
95303	Cape Upright	2Jul1953		Norfolk, VA (Southport, NC)	
95304	Cape Gull	8Jun1953	NNQF	Staten Island, NY	
95305	Cape Hatteras	28Jul1953		San Pedro, CA	
95306	Cape George	10Aug1953		Sandy Hook, NJ (Fairhaven, MA)	
95307	Cape Current	24Aug1953		Norfolk, VA (Ocracoke, NC)	
95308	Cape Strait	10Sep1953		Fort Tilden, NY	
95309	Cape Carter	7Dec1953	NJSJ	Alameda, (Crescent City), CA	
95310	Cape Wash	15Dec1953	NOBE	Alameda, (San Fran.) CA	
95311	Cape Hedge	21Dec1953	NZPO	Alameda, (Bodega Bay), CA	

Type "B"

95312	Cape Knox	13Jun1955		Norfolk, VA	
95313	Cape Morgan	5Jul1955		Charleston, SC	
95314	Cape Fairweather	18Jul1955	NCVB	New London, CT	
95316	Cape Fox	22Aug1855		New London, CT	
95317	Cape Jellison	7Sep1955	NJTB	San Diego, CA	
95318	Cape Newagen	26Sep1955		San Diego, CA	
95319	Cape Romain	11Oct1955		San Diego, CA (Ketchikan, AK)	
95320	Cape Starr	16Aug1956	NRVB/NJVB	New London, CT (Atlantic City, NJ)	

Type "C"

95321	Cape Cross	20Aug1958		New Castle, NH	
95322	Cape Horn	3Sep1958		Provincetown, MA	
95323	Cape Darby	30Oct1958	NQRT	Key West, FL	
95324	Cape Shoalwater	9Dec1958	NSDT	Mayport, (Ft. Lauderdale), FL	
95325	Cape Florida	28Oct1958		Port Isabel, TX (Anacortes, WA)	
95326	Cape Corwin	14Nov1958		Honolulu, HI	1982 Major Renovation
95327	Cape Porpoise	21Nov1958	NXAJ	Sausalito, (Morro Bay), CA	
95328	Cape Henlopen	5Dec1958		Port Angeles, WA	
95329	Cape Kiwanda	29Apr1959		Cape May, NJ	
95330	Cape Falcon	12May1959		Chincoteague, VA	
95331	Cape Trinity	26May1959		Savannah, GA	
95332	Cape York	9Jun1959		Pascagoula, MS (Brownsville, TX)	
95333	Cape Rosier	25Jun1959		Maui, HI	
95334	Cape Sable	7Jul1959		Santa Barbara, CA	
95335	Cape Providence	21Jul1959		Kauai, HI	



"A" Type **CG-95305 (later Cape Hatteras)** circa 1960, mounting 20-mm aft.



Another "A" boat **CG-95306 (later Cape George)** Circa 1955. Note Mousetrap forward.



WPB-95307 Cape Current in mid 1960's judging by over/under 81-mm/50-cal mounting up forward. (Our Navy Photo)



WPB-95309 Cape Carter in racing stripe 6 Nov 1968 passing the Golden Gate. Note covered over/under mount forward.

95-foot Cape Class Specifications						
	Dimensions	Disp.	Hull	Speed	Propulsion	Notes
"A" Type	95'x 19' x 6'4"	102T.	Steel	20 Kts.	2-scr. diesel 2,200 HP	
"B" Type	95'x 19 x 6'5"	105T.	Steel	20 Kts.	2-scr. diesel 2,200 HP	
"C" Type	95'x 19 x 6'2"	98T.	Steel	22 Kts.	2-scr. diesel 2,200 HP	
Renovated	95-footers	100T.	Steel	22 Kts.	2-scr. diesel 2,470 HP	

Many 95-footers were Renovated as shown above, but I haven't found what I consider a complete listing of the units which received the Renovations and those which did not.



WPB-97328 Cape Henlopen underway circa 1990. Armament reduced to mounts of 50-cal. m.g. A member of the "C" class, my guess is that she has received the renovations mentioned above.



A pair of "B" class Capes: **WPB-95312 Cape Knox** and **WPB-95314 Cape Fairweather**. The former is shown circa 1970 mounting an over-under 50-cal m.g. above an 81-mm mortar (developed for use in Viet Nam). The latter mounts a lone 50-cal. m.g. circa 1980.

The 82-foot "Point Class" Cutters, Smaller Cousins of the 95-footers

These rugged cutters were designed and many were built at the Coast Guard Yard. They served the CG for decades throughout the worlds coastal waters, in peace and war. Indeed some of them had second careers with other government agencies and a few are serving today with allied neighbors to the south.



Above are two examples of former 82's in service with the NOAA, Photo 12 Feb 2002 by author at Key West, FL



WPB-82301 is first in a long line of steel hulled cutters. Later named **Point Caution**, this photo was taken in the 1960's, probably before she was commissioned judging by the empty 20-mm gun shield.

A total of 79 were built, 53 by the CG Yard and the remaining 26 by J. M. Martinac S. B. Corp, of Tacoma, WA. There were four type classes "A" through "D" with minor variations in design. In addition several were built for other government agencies including the US Navy.

Roster of 82-foot Point Class Cutters

<u>Type "A"</u>					
<u>Number</u>	<u>Name</u>	<u>Comm.</u>	<u>Call Sign</u>	<u>Station 1966</u>	<u>Notes</u>
82301	Pt. Caution	5 Oct 1960		COGARDRON ONE	
82302	Pt. Hope	5 Oct 1960		Sabine, TX	
82303	Pt. Young	26 Oct 1960		COGARDRON ONE	
82304	Pt. League	9 Nov 1960		COGARDRON ONE	
82305	Pt. Partridge	23 Nov 1960		COGARDRON ONE	
82306	Pt. Jefferson	7 Dec 1960		COGARDRON ONE	
82307	Pt. Glover	7 Dec 1960		COGARDRON ONE	
82308	Pt. White	18 Feb 1961		COGARDRON ONE	
82309	Pt. Arden	1 Feb 1961		COGARDRON ONE	
82310	Pt. Garnet	13 Mar 1961		COGARDRON ONE	
82311	Pt. Verde	15 Mar 1961		Venice. LA	
82312	Pt. Swift	22 Mar 1961	NLBI	St. Petersburg, FL	

<u>Number</u>	<u>Name</u>	<u>Comm.</u>	<u>Call Sign</u>	<u>Station 1966</u>	<u>Notes</u>
<u>Type "A" cont'd</u>					
82313	Pt. Slocum	12 Apr 1961		COGARDRON ONE	
82314	Pt. Thatcher	13 Sep 1961	NMDS	Miami, FL	Test bed for Gas Turbines
82315	Pt. Clear	26 Apr 1961	NWNO	COGARDRON ONE	
82316	Pt. Mast	10 Mar 1961		COGARDRON ONE	
82317	Pt. Comfort	24 May 1961		COGARDRON ONE	
<u>Type "B"</u>					
82319	Pt. Orient	28 Jun 1961		COGARDRON ONE	
82320	Pt. Kennedy	19 Jul 1961		COGARDRON ONE	
82321	Pt. Lomas	9 Aug 1961		COGARDRON ONE	
82322	Pt. Hudson	30 Aug 1961		COGARDRON ONE	
82323	Pt. Grace	27 Sep 1961		COGARDRON ONE	
82324	Pt. Grey	11 Oct 1961		COGARDRON ONE	
82325	Pt. Dume	1 Nov 1961		COGARDRON ONE	
82326	Pt. Cypress	22 Nov 1961		COGARDRON ONE	
82327	Pt. Banks	13 Dec 1961		COGARDRON ONE	
82328	Pt. Gammon	31 Jan 1962		COGARDRON ONE	
82329	Pt. Welcome	14 Feb 1962		COGARDRON ONE	
82330	Pt. Ellis	28 Feb 1962		COGARDRON ONE	
82331	Pt. Marone	14 Mar 1962		COGARDRON ONE	



Two sisters from Squadron One in Viet Nam War Paint **WPB-82323 Point Grace and 82327 Point Banks** circa 1968. Both mount the usual over-under 50-cal m.g. and 81-mm mortar combo in the bow, while additional 50's are mounted aft.



CHGUN Elmer L Hicks inventor of over under gun mount



WPB-82328 Point Gammon gets war paint 1968

<u>Number</u>	<u>Name</u>	<u>Comm.</u>	<u>Call Sign</u>	<u>Station 1966</u>	<u>Notes</u>
<u>Type "C"</u>					
82318	Pt. Herron	14 Jun 1961		Fire Island, NY	
82332	Pt. Roberts	6 Jun 1962	NFDU	Mayport, FL	
82333	Pt. Highland	27 Jun 1962	NWNO	Crisfield, MD	
82334	Pt. Ledge	18 Jul 1962	NDLK	Noyo, CA	
82335	Pt. Countess	8 Aug 1962	NVOR	Everett, WA	
82336	Pt. Glass	29 Aug 1962	NCNK	Tacoma, WA	
82337	Pt. Divide	19 Sep 1962	NRJG	Newport Beach, CA	
82338	Pt. Bridge	10 Oct 1962	NLDW	Marina del Rey, CA	
82339	Pt. Chico	29 Oct 1962	NIOO	Benicia, CA	
82340	Pt. Batan	21 Nov 1962	NAKH	Manasquan, NJ	
<u>Number</u>	<u>Name</u>	<u>Comm.</u>	<u>Call Sign</u>	<u>Station 1966 (1968)</u>	<u>Notes</u>
<u>Type "C" cont'd</u>					
82341	Pt. Lookout	12 Dec 1962		Morgan City, LA	
82342	Pt. Baker	30 Oct 1963	NIQK	Port Aransas, TX	
82343	Pt. Wells	20 Nov 1963	NTDG	Montauk, NY	
82344	Pt. Estero	11 Dec 1963	NZON	Gulfport, MS	
82345	Pt. Judith	26 Jul 1966	NJIL	(San Pedro, CA)	
82346	Pt. Arena	26 Aug 1966	NJKT	(Norfolk, VA)	
82347	Pt. Bonita	12 Sep 1966	NSMF	(Nantucket, MA)	
82348	Pt. Barrow	4 Oct 1966		(San Francisco, CA)	
82349	Pt. Spencer	25 Oct 1966	NXFN	(New Orleans, LA)	
82350	Pt. Franklin	14 Nov 1966		(Cape May, NJ)	
82351	Pt. Bennett	19 Dec 1966	NAVH	(Port Townsend, WA)	
82352	Pt. Sal	5 Dec 1966	NBEN	(Grand Isle, LA)	
82353	Pt. Monroe	27 Dec 1966	NBRM	(Galveston, TX)	
82354	Pt. Evans	10 Jan 1967	NCCE	(Long Beach, CA)	
82355	Pt. Hannon	23 Jan 1967	NCNP	(Jonesport, ME)	
82356	Pt. Francis	3 Feb 1967	NDCH	(Sandy Hook, CA)	
82357	Pt. Huron	17 Feb 1967	NECA	(Norfolk, VA)	
82358	Pt. Stuart	17 Mar 1967	NFIJ	(San Pedro, CA)	
82359	Pt. Steele (xBuchon)	26 Apr 1967	NGTD	(Rockaway, NY)	
82360	Pt. Winslow	3 Mar 1967	NHNV	(San Francisco, CA)	
82361	Pt. Charles	15 May 1967	NJGI	(Port Canaveral, FL)	
82362	Pt. Brown	30 Mar 1967		(Norfolk, VA)	
82363	Pt. Nowell	13 Jun 1967	NLEZ	(Port Isabel, TX)	
82364	Pt. Whitehorn	13 Jul 1967	NMEI	(St. Thomas, VI)	
82365	Pt. Turner (xHoughton)	14 Apr 1967	NICC	(Newport, RI)	
82366	Pt. Lobos	29 May 1967	NSDA	(Panama City, FL)	
82367	Pt. Knoll	27 Jun 1967		(New London, CT)	
82368	Pt. Warde	14 Aug 1967	NUIH	(San Juan, PR)	
82369	Pt. Heyer	3 Aug 1967	NVRC	(San Francisco, CA)	
82370	Pt. Richmond	25 Aug 1967	NWGM	(Anacortes, WA)	

Beginning with ***Point Judith WPB-82345*** the "C" Class cutters were built on the West Coast at J. M. Martinac Shipbuilding Corp. of Tacoma Washington. These cutters were replacements for the 82-footers which were deployed to Viet Nam with CG Squadron One and many of them served, along with the "D" Class, through the 1990's and into the new century. They were then replaced by the new 87-foot Protector Class which began entering service in 1998.



WPB-82340 Pt. Batan & 95320 Cape Starr fight barge fire in 1980's. **WPB-87350 Pt. Franklin** circa 1963 with over-under m.g. & 81-mm mortar forward.

<u>Number</u>	<u>Name</u>	<u>Comm.</u>	<u>Call Sign</u>	<u>Station 1970</u>	<u>Notes</u>
<u>Type "D"</u>					
82371	Pt. Barnes	21 Apr 1970	NLVA	Miami Beach, FL	
82372	Pt. Browner	21 Apr 1970	NMEX	San Diego, CA	
82373	Pt. Camden	4 May 1970	NKIG	San Pedro, CA	
82374	Pt. Carrew	18 May 1970	NNZL	San Pedro, CA	
82375	Pt. Doran	1 Jun 1970	NLLX	Everett, WA	
82376	Pt. Harris	22 Jun 1970	NKEQ	Bodega Bay, CA	
82377	Pt. Hobart	13 Jul 1970	NSWA	Oceanside, CA	
82378	Pt. Jackson	3 Aug 1970	NSGB	Woods Hole, MA	
82379	Pt. Martin	20 Aug 1970	NRQI	Norfolk, VA	



WPB-82371 Point Barnes off of Fort Pierce, FL circa 1982



WPB-82372 Point Brower circa 1980, armed only with m.g.

82-foot Point Class Specifications

	<u>Dimensions</u>	<u>Disp.</u>	<u>Hull</u>	<u>Speed</u>	<u>Propulsion</u>	<u>Notes</u>
"A" Type	82'10"x 17'7" x 5'11"	67T.	Steel	16.8 Kts.	2-scr. diesel 1,200 HP	
"B" Type	82'10"x 17'7" x 5'11"	67T.	Steel	16.8 Kts.	2-scr. diesel 1,200 HP	
"C" Type	82'10"x 17'7" x 5'11"	67T.	Steel	22.9 Kts.	2-scr. diesel 1,600 HP	
"D" Type	82'10"x 17'7" x 5'11"	67T.	Steel	22.9 Kts.	2-scr. diesel 1,600 HP	



WPB-82376 Point Harris circa 1970 - RDF loop at masthead.



WPB-82379 Point Martin in Florida port in 1980's



A number of 82-footers shown under construction here at J. M. Martinac SY in Tacoma, WA.
82350 Point Franklin is in the foreground. (Photo taken circa 1968 by A. W. Harris)



Former **WPB-82362 Point Brown** as CG Auxiliary vessel **Lady B.**, NYC Fleet Week 23 May 2007. (photo by author)

The 82-footers served on both Coasts of the US and in the Gulf of Mexico, as well as in Viet Nam with Coast Guard Squadron One. They were originally armed with a single 20-mm gun forward and up to four 50-cal. m.g.. Later they were armed or rearmed with an over-under 50cal. - 81-mm. mortar combination developed for Viet Nam service and usually four additional 50cal. m.g. The mortar mounting was eventually removed and only the machine guns were carried. The Squadron One boats were transferred to the forces of Viet Nam in 1969 and 1970 as the US pulled out of Indo China. Their places were taken by the "C" and "D" class boats which entered service from 1966 to 1970.



WPB-82351 Pt. Bennett at Pt. Wilson, WA circa 1992



WPB-87342 Pt. Baker off Houston 27 Sep 2001



WPB-82347 Point Bonita off Yorktown, VA 15 Jul 1999 - note 50cal. m.g. are manned.

Today's Coastal Patrol Boats - 87-footers Full of Fight

Marine Protector Class

Note: This section is an excerpt from my June 2008 update of an essay first compiled for the February 2004 meeting of the Naval History and Research Associates (NHARA) -- *Photos are Official USCG Photos except as noted in captions.*

They are named for sea creatures which fly or swim. And, they pack a lot of performance and technology into their 87-foot hulls. These modern, attractive and speedy cutters are the newest and most numerous patrol craft in the U.S. Coast Guard inventory. Meet the **Marine Protector class**. All were constructed at Bollinger Shipyards including two for the Armed Forces of Malta and two for the Yemeni Navy.



Maltese patrol craft **P51** shown in 2004. AFM Photo



P52 underway off of Valletta in 2006. AFM Photo



Yemeni Navy units **WPB87375 Sana'a** & **87376 Aden** at transfer in 2011



The first unit of the class, **Barracuda WPB-87301**

The **Albacore WPB-87309** and her sisters share an innovative system for the launch and recovery of a rigid hull inflatable boat (RHIB), using a stern ramp. This permits boat operations in up to sea state 5, a distinct improvement as compared to the 82-foot **Point Class** vessels which the **Marine Protectors** have replaced. In fact the system has proven to be so useful that the subsequent designs for new cutters also feature similar stern ramp boat handling. Below are photos of the system in action.



The RHIB small boats carried by the **Marine Protectors** are powered by diesel pump-jet engines and eliminate the necessity to carry gasoline for the outboard motors except for a small emergency supply to assist distressed boaters. This is a distinct advantage both from the fire risk standpoint and for the ease and simplicity of fuel storage. Now the same fuel is used by both the 87-footers and their small boats.



The **Marine Protectors** are also more user friendly from several other perspectives and especially in providing better habitability for the crew. The degree of automation and the high level of technology found in the **Marine Protectors** make them easy to navigate and simplify their routine maintenance.



The bridge provides 360-degree visibility and can be manned underway by just two people. The high degree of computerization aids in functions like search and rescue and the new radar and satellite communication and navigation systems improve the coordination of operations with other units and provide highly accurate positional reports. In any kind of weather, day or night, they can operate safely in the treacherous coastal and inshore waters of the American coastlines.

87-Footer Characteristics

Builder	Bollinger Shipyards
Length	87'
Beam	19' - 5"
Draft	5' - 7"
Speed	25 knots
Armament	2-50 cal. M.G.*
Range	900 nm
Endurance	3 Days
Capabilities	Operations: SS5 RHIB launch: SS5
Fuel Capacity	2800 gals
Towing Capacity	200 tons
Engines	(2) MTU 8V396TE94
Screws	5-Blade Fixed Pitch
Crew	10 (any gender mix)
*Notes	The four boats which are stationed at Kitsap, WA and Kings Bay, GA submarine bases have an extra remotely operated 50 cal. m.g.



WPB-87301 Barracuda operating with an HH-60 Jayhawk Helicopter circa 2000

Vessel Listing of 87-foot Marine Protector Coastal Patrol Boats

<u>Number</u>	<u>Name</u>	<u>Call Sign</u>	<u>Yr Comm</u>	<u>Homeport</u>	<u>Notes</u>
WPB 87301	Barracuda	NIUD	1998	Eureka, CA	
WPB 87302	Hammerhead	NHAM	1998	Woods Hole, MA	
WPB 87303	Mako	NYVC	1998	Cape May, NJ	
WPB 87304	Marlin	NJZP	1999	Ft. Meyers, FL	
WPB 87305	Stingray	NBRG	1999	Mobile, AL	
WPB 87306	Dorado	NJEC	1999	Crescent City, CA	
WPB 87307	Osprey	NBRG	1999	Prt. Townsend, WA	
WPB 87308	Chinook	NZPU	1999	New London, CT	
WPB 87309	Albacore	NZRG	1999	Little Creek, VA	
WPB 87310	Tarpon	NSWX	1999	Tybee Island, GA	
WPB 87311	Cobia	NTXJ	1999	Mobile, AL	
WPB 87312	Hawksbill	NTXR	2000	Oceanside, CA	
WPB 87313	Cormorant	NTFM	1999	Ft. Pierce, FL	
WPB 87314	Finback	NTMR	2000	Cape May, NJ	
WPB 87315	Amberjack	NTMV	2000	Port Isabel, TX	
WPB 87316	Kittiwake	NTNL	2000	Nawiliwili, HI	
WPB 87317	Blackfin	NTQA	2000	Santa Barbara, CA	
WPB 87318	Bluefin	NRKI	2000	Ft. Pierce, FL	
WPB 87319	Yellowfin	NRKG	2000	Charleston, SC	
WPB 87320	Manta	NRKD	2000	Freeport, TX	
WPB 87321	Coho	NARU	2000	Panama City, FL	
WPB 87322	Kingfisher	NPAL	2000	Mayport, FL	
WPB 87323	Seahawk	NZTM	2000	Clearwater, FL	
WPB 87324	Steelhead	NITU	2000	Port Aransas, TX	
WPB 87325	Beluga	NZSR	2000	Norfolk, VA	
WPB 87326	Blacktip	NMHU	2000	Oxnard, CA	
WPB 87327	Pelican	NMSH	2000	Morgan City, LA	
WPB 87328	Ridley	NRDD	2000	Montauk, NY	
WPB 87329	Cochito	NDCV	2001	Little Creek, VA	
WPB 87330	Man-O-War	NJQA	2001	Galveston, TX	
WPB 87331	Moray	NJPZ	2001	Jonesport, ME	
WPB 87332	Razorbill	NJSJ	2001	Gulfport, MS	
WPB 87333	Adelie	NTRK	2001	Everett, WA	
WPB 87334	Gannet	NUGW	2001	Fort Lauderdale, FL	
WPB 87334	Narwhal	NTHA	2001	Newport Beach, CA	
WPB 87336	Sturgeon	NTGT	2001	Grand Isle, LA	
WPB 87337	Sockeye	NAVC	2001	Bodega Bay, CA	
WPB 87338	Ibis	NWBC	2001	Cape May, NJ	

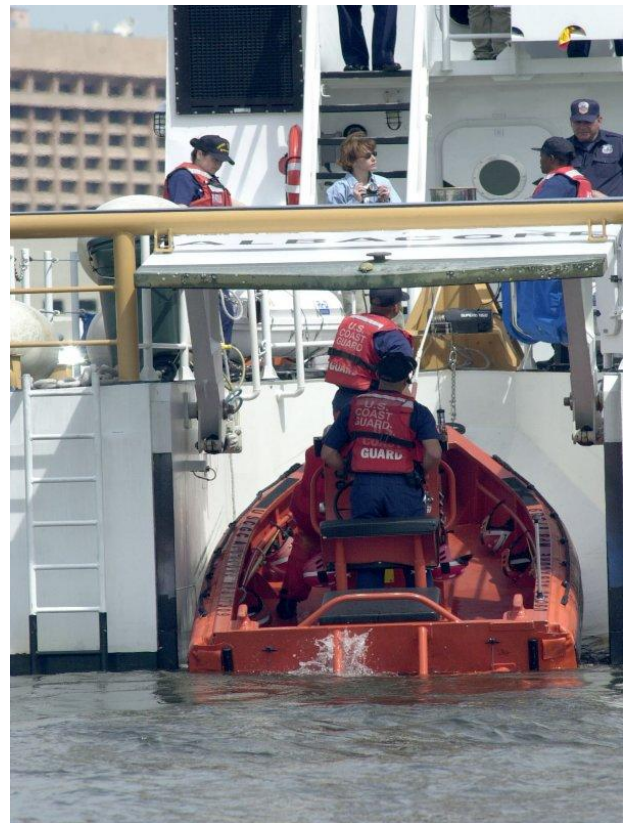
<u>Number</u>	<u>Name</u>	<u>Call Sign</u>	<u>Yr Comm</u>	<u>Homeport</u>	<u>Notes</u>
WPB 87339	Pompano	NVIP	2001	Gulfport, MS	
WPB 87340	Halibut	NNGH	2001	Marina Del Rey, CA	
WPB 87341	Bonito	NNGB	2001	Pensacola, FL	
WPB 87342	Shrike	NPBG	2002	Cape Canaveral, FL	
WPB 87343	Tern	NEOT	2002	San Francisco, CA	
WPB 87344	Heron	NEPM	2002	Sabine, TX	
WPB 87345	Wahoo	NEOB	2002	Port Angeles, WA	
WPB 87346	Flying Fish	NAXN	2002	Boston, MA	
WPB 87347	Haddock	NAXP	2002	San Diego, CA	
WPB 87348	Brant	NAYS	2002	Corpus Christi, TX	
WPB 87349	Shearwater	NAYT	2002	Portsmouth, VA	
WPB 87350	Petrel	NAYU	2002	San Diego, CA	
WPB 87351 None	P-51 P-52		13 Nov 02 7 Jul 04	Built for Malta Maritime Squadron, A.F.M.	
WPB 87352	Sealion	NSDA	19 Nov 03	Bellingham, WA	
WPB 87353	Skipjack	NFOY	17 Dec 03	Galveston, TX	
WPB 87354	Dolphin	NAYL	14 Jan 04	Miami, FL	
WPB 87355	Hawk	NAWH	11 Feb 04	St. Petersburg, FL	
WPB 87356	Sailfish	NCNF	10 Mar 04	Sandy Hook, NJ	
WPB 87357	Sawfish	NBCU	7 Apr 04	Key West, FL	
WPB 87358	Swordfish	NMXB	9 Mar 05	Port Angeles, WA	
WPB 87359	Tiger Shark	NDOS	6 Apr 05	Newport, RI	
WPB 87360	Blue Shark	NLEX	4 May 05	Everett, WA	
WPB 87361	Sea Horse	NEMY	1 Jun 05	Portsmouth, VA	
WPB 87362	Sea Otter	NJOM	29 Jun 05	San Diego, CA	
WPB 87363	Manatee	N???	27 Jul 05	Ingelside, CA	
WPB 87364	Ahi	NBDP	24 Aug 05	Honolulu, HI	
WPB 87365	Pike	NTMB	21 Sep 05	San Francisco, CA	
WPB 87366	Terrapin	NUOA	19 Oct 05	Bellingham, WA	
WPB 87367	Sea Dragon*	NNGC	31 Oct 07	Kings Bay, GA	
WPB 87368	Sea Devil*	NSDD	6 Feb 08	Bangor (Kitsap), WA	
WPB 87369	Crocodile ex-Snapper	NCFA	13 Aug 08	St. Petersburg, FL	
WPB 87370	Diamondback	NWYD	17 Sep 08	Miami, FL	
WPB 87371	Reef Shark	NTBD	22 Oct 08	San Juan, PR	
WPB 87372	Alligator ex-Crocodile	NTMA	26 Nov 08	St. Petersburg, FL	
WPB 87373	Sea Dog*	NOUA	31 Dec 08	Kings Bay, GA	
WPB 87374	Sea Fox*	NOBO	4 Feb 09	Bangor (Kitsap), WA	

*USN Navy funded for service as security at East & West Coast SSBN Bases.

Yemeni Navy units are **WPB 87375 Sana'a** and **WPB 87376 Aden**



Arial view of **Cormorant** showing small boat



Albacore's small boat being hauled aboard



Haddock's stern showing 5-bladed props



Cozy but utilitarian mess decks of the **Halibut**



Beluga WPC-87325 underway showing 50-cal. M.G.



Sockeye WPC-87337 mans the rail



Sealion WPB-87352 runs trials in Gulf of Mexico



Shearwater WPB-87349 escorts **Teddy Roosevelt**



Flying Fish WPB-87346 and Lady Liberty



Stingray WPB-87305 from Mobile one of the first



Osprey WPB-87307 just cruisin' along



Chinook WPB-87308 from New London, CT

As previously mentioned, the 87-foot **Marine Protector CPB** are designed to operate in conditions up to Sea State 5. They are equipped with two MTU twin-turbocharged, eight cylinder diesel engines which are rated at 1,500 horsepower each. They have five-bladed twin screws and can make a steady 25 knots.

The propulsion system also includes a slow speed drive capability that allows the **CPB** to safely maneuver in restricted waters as well as tow smaller vessels. With its fuel capacity of 2700 gallons, the **CPB** can sustain operations for up to 72 hours.

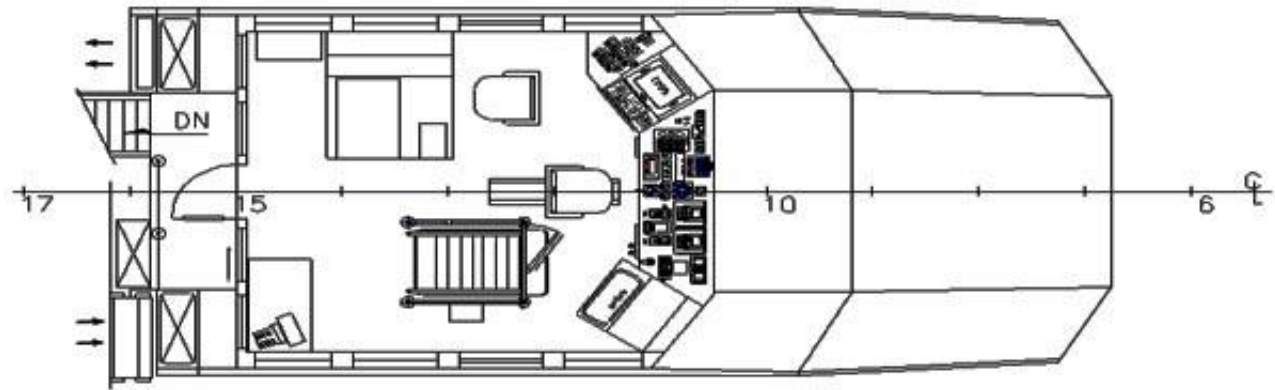
The pilothouse of the **CPB** is a technological masterpiece, housing a full complement of electronic gear. It is equipped with a fully integrated electronic charting system and autopilot. The **CPB** is also equipped with the Coast Guard's latest AN/SPS-73 surface search radar.

Crew comfort was a primary factor influencing the design of the **CPB**. Unlike past patrol boats, the **CPB** can accommodate any mix of male and female crew members within its 11-person complement. Each crew stateroom is equipped with internal phones and a potable water sink. There are two restrooms facilities and two showers. The mess deck has seating for nine crewmembers and is equipped with a television, VCR and stereo for crew relaxation.

Small arms are carried and two 50-cal. Browning, air cooled machine guns are mounted on the forecastle. Additional armament may be added as needed for new missions. The Marine Protectors are versatile and highly capable vessels. They personify, more than any other vessels afloat today, the Homeland Security role of the Coast Guard in patrolling our coastlines, bays and inlets, and busy ports.



Narwhal WPB-87335 patrols near the cruise ship piers in Southern California



BRIDGE PLAN

The pilot house of the **Marine Protector Class** is a dramatic improvement over the predecessor **Point Class** cutters. The fully integrated system is housed in an area of 205 square feet as opposed to the 42 square feet on the **Point Class**. The command and control console stretches the full width of the pilot house and has been ergonomically designed to accommodate varying crew member heights, since the crews are typically represented by 5% female and 95 % male. Visibility is a full 360 degrees with no obstructions from mast, exhaust, or other hull structure. There are seventeen heated windows, including two sliding windows, to ensure that the commanding officer has a full view of the surrounding area.

The navigation station faces forward and can accommodate full sized charts without folding. The Electronic Chart Display (ECDIS) with radar overlay, is visible from the Navigation station, the helmsman's position, and the Commanding Officer's chair. The ECDIS system is a Windows-based computer system that has pre-programmed search and rescue patterns including trackline, expanding square, and sector searches.

The vessel has a ship's office to house the U.S. Coast Guard Standard Workstation (Personal Computer) and a fiber optic Local Area Network (LAN) that can be used internally or externally when connected to a shore tie. Accommodations for two safes for the storage of classified material are also provided in the ship's office. The 21st Century goes to sea in **CPB**.

The vessel's internal and external communications system is a fully integrated system developed originally for the Canadian Coast Guard and includes features for:

Internal Communication: Telephone, General Announcing, Cease Fire Alarms, and General Alarms

External Communication: Loud hailing and Fog horn

With all these modern conveniences it almost makes yours truly yearn for some **CPB** duty. They don't carry a corpsmen (now called a Health Service Technicians in the CG) on board these beauties anyway. Just a Skipper, XO, Food Service PO (cook), 4 engineering types, and 3 deck force (operations) types – for a total of 10. Cross training and duty sharing is the order of the day. I'd expect that even the cook has to handle weapons and do bandages in a pinch



Sealion WPB-87352 enroute to her homeport of Bellingham, WA in early 2004



Beluga WPB-87325 near Washington, DC in June 2004



Ibis* WPB-87338** shown both fore and aft including her boat ramp aft and her pair of 50-cal. MG forward. Note the twin outboard powered craft shown is **NOT** the small boat carried by the ***Ibis. Rather these photos were likely taken from on board her small boat and the 25-foot Defender Class RB-S boat was just alongside to exchange pleasantries.



Commissioning of ***Terrapin* WPB-87366**, 23 Mar 2006 at Bellingham, WA. She was to have been the final 87-footer but since that time 8 more have been built (4 with USN funding) in the interest of Homeland Security.



***Ahi* WPB-87364** off the coast of Oahu, HI, 21 February 2006.



Hawksbill WPC-87312, during Fleet Week 2005 in San Francisco watching the Blue Angels perform.



Petrel WPC-87350, Helo Rescue Training at San Diego, 18 Nov 2007.



The new 87-footer, *Sea Devil* WPB-87368, at sea in the Pacific during refueling from *Boutwell* WHEC-719.



Here's one of my favorites, the *Sawfish* WPB-87357, at Key West, 23 February 2006, Photo by the author.



WPB-87335 Narwhal off of San Bruno, CA on 11 Sep 2013.



WPB-87373 Sea Dog and WPB-87367 Sea Dragon off Kings Bay, GA. Note raised, remotely operated gun mount forward.

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UNITED STATES COAST GUARD***

GPO Washington D.C. - Various Years

A Final Word from the Author

This is my second two part photo essay on Coast Guard Cutters. It covers the smaller cutters of less than 100-feet in length and like the first one is a labor of love. I still hope to add more CG essays in the future, but have not yet made plans for what the next one may be.

As with my earlier essays, 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 a street 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.

Finally, let me say that I hope you get 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 (February 2014)
Historian, CG Tug Association (CGTA)
Founding Member, Naval History and Research Associates (NHARA)

LATE ADDENDA to 75-footers (Six-biters) Table

As of: June 10, 2014

As I continued to research the Six Biters for which I had no strike dates, I found that they were included in the tables of Government Vessels in the ***United States Treasury Department, Merchant Vessels of the United States***. Scanned PDF copies of this annual publication are accessible on the Internet and allowed me to avoid a trip to the public library to review their holding of these government publications. I have downloaded the appropriate pages and referred to them to determine the years in which many of these boats were stricken by the CG. By referring to the 1931 to 1939 issues of ***Merchant Vessels*** I determined the last year that each of the listed Six Biters appeared therein and thus the approximate year when they were stricken.

I have gone back and edited the original tables on the Six-biters in this Photo essay. Where before many were listed as: **"*Struck from Register between 1932 & 1939."** I have narrowed the time frame to a two-year period since the ***Merchant Vessel*** volumes are published yearly with each year ending as of June 30. Oddly enough the 1932 edition listed only ***CG-100*** and none of the others. I can only imagine that this is a result of the lack of the full list of Six Biters in the ***CG Register*** that year. Thankfully the whole listing was again included in the 1933 and subsequent editions of ***Merchant Vessels***.

Also, 1933 was something of a watershed year as well, for it includes the wholesale revision of the Signal Letters of CG and other government vessels. In 1931 and 1932 (and prior years) the signal letters were in the G___ series and beginning in 1933 they had were changed to the more familiar N___ series which is still in use today. For example the cutter ***McLane*** was changed from ***GNCW*** to ***NRPD***. I will use these new Signal Letters to fill in some of the gaps in the Six Biter table. These Signal Letters were changed for many of the Six-biters during WW II. Where I have both of these call signs I have listed both. I will continue to update this and my other Essays as new data and photos become available. Jim Flynn, June 2014



CG-290 with top works modified. It appears her mast was removed to allow her to fit under bridges like the one in the background.