



Cape Henlopen, 1958

WPB 95328

Type C



Builder: Coast Guard Yard, Curtis Bay, MD

Commissioned: 5 December 1958

Decommissioned: 28 September 1989

Disposition: Transferred to Costa Rica, 28 September 1989

Length: 95' oa; 90' wl

Navigation Draft: 6'2"

Beam: 20' max.

Displacement (tons): 98 fl (C)

Main Engines: 4 x Cummins VT-600 diesels; 2 Detroit 16V149 diesels
(renovated)

BHP: 2,500; 2,470 (renovated)

Performance, Max. Speed: 26 kts.;

Performance, Cruising: 12 kts., 1,780-mi radius (1961)

Fuel Capacity: 3,114 gallons

Complement: 15 (1961)

Electronics:

Radar: SPS-64 (1987)

Sonar: none

Armament: 1 x 20mm; 2 x M1 rifles, 1 x .45-caliber pistol (1961)
2 x 12.7mm mg, 2 x 40mm Mk 64 grenade launchers (1987)

Class history—The 95-foot or Cape class was an outgrowth of a need for shallow-draft anti-submarine-warfare (ASW) craft brought on by the increasing tensions during the years immediately following World War II. 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.

The 95-footers were designed by the Coast Guard and built at the Coast Guard Yard. Their hulls were made of steel while their superstructures were made of aluminum. This proved to be problematic throughout their service lives due to electrolysis between the dissimilar metals.

These cutters remained unnamed until January of 1964.

Ship's history:

Cape Henlopen was stationed at CG Air Station Port Angeles, WA, from 1959 to December 1966. She was used for law enforcement and SAR. In late August of 1961 she fought a deadly fire aboard the F/V *Alaska Reefer*. Former crewman of the cutter, Ken Linden, remembered:

On August 28, 1961 we got underway to fight fire aboard the *Alaska Reefer* which was burning in the Straits of Juan De Fuca west of Port Townsend, Washington. We arrived on scene, rafted up to the *Reefer's* starboard side, and put a fire fighting team aboard which included myself. The fire was primarily in the engine room but I was assigned to cooling brine tanks. Several smaller vessels were rafted up to the 95328 but I don't recall seeing any of the 83 boats that were stationed at nearby Port Townsend. Foam supplies were a major issue and both the Navy and the Coast Guard flew in foam from CG Air Ediz Hook, Sand Point NAS, and Whidbey Island NAS.

After some time the *Minnetonka* WPG 67 arrived on scene and made up on the port side. I really didn't have much chance to observe their efforts. At a point it was believed that the *Alaska Reefer* was going to capsize to starboard and we abandoned our fire stations and jumped aboard the 328. In our haste to get away some crewman (Navy I think) kind of panicked and chopped off one of the fire hoses with a fire ax. His blow was so hard it actually penetrated our deck.

The *Alaska Reefer* did not capsize but we did not go alongside again. The whole time we had been drifting eastward past Port Townsend toward Admiralty Inlet and Seattle. Apparently there was concern that the *Reefer* might sink in the shipping lanes. The *Minnetonka* still made up to the port side commenced a side tow with the goal of moving the *Reefer* to the explosives anchorage area near Indian Island just east of Port Townsend. By this time it was dark. We were running off the *Reefer's* starboard side and the view was quite spectacular. The *Reefer* with smoke billowing out was backlit by the lights of the *Minnetonka*. What a photo it would have made.

Eventually we reached the anchorage area and the *Reefer* was anchored or run aground where she apparently was allowed to burn herself out. The 95328 stood down from fire fighting mode I think about 2200. Some of us were allowed to get some food and turn in for a couple of hours. After about 3 hours I was called out to relieve others who had been cleaning up the boat. I was told that the *Reefer* had sunk at about 0100 (Aug. 29). We stayed in the area all night and the next morning only the peak of the *Reefer's* bow was visible.

From December 1966 to 1968, she was stationed at Port Angeles, WA. On 29 October 1967, she escorted the distressed Soviet M/V *Altajaskie Gory* while in U.S. waters off Washington. On 20 November 1967, she escorted the distressed Soviet F/V *Ogonj* and other Soviet vessels while in U.S. seas off Washington.

From 1969 to 1981, she was stationed at Petersburg, AK. On 4-5 October 1979, she assisted the fishing vessels and pleasure crafts *Black Bear*, *Diane*, *Heidi*, and *Will Do Too* in Stephens Passage following a storm. On 1 May 1980, she repaired and refloated M/V *Biorkau*. She underwent major renovation from 1980 to 1982. From 1983 to 1989, she was stationed at Woods Hole, MA. On 28 July 1985, she assisted in the rescue of 118 from the passenger vessel *Pilgrim Bell* off Cuttyhunk Island.

Photographs



Original caption states: "NEW COAST GUARD CRAFT ARRIVE FROM EAST COAST: San Francisco, 23 January--Two new "C" class 95-foot Coast Guard patrol craft today entered the Golden Gate. They had sailed 40 days, coming around through the Panama Canal from where they were built at the U.S. Coast Guard Yard in Curtis Bay, Maryland. One of the two, the CG-95327, commanded by Lieutenant (jg) Paul D. Henneberry, will be stationed in Alameda. Each carries, in addition to commanding officer, two chief petty officers and eleven enlisted men. Three of the \$200,000 craft left Curtis Bay last December 15 on a voyage that saw brief stops in Port Au Prince, Jamaica, Panama, Guatemala, Mexico and San Diego before their arrival in Long Beach. There, the CG-95326 rendezvoused with the Coast Guard ocean station cutter DEXTER for escort across the Pacific to Honolulu, where she will be stationed. Of the two continuing here, the CG-95328 will depart tomorrow for permanent station in Port Angeles, Washington. The CG-95327 which will stay here increases to four the number of the sleek, fast 95-footers within the 12th District performing harbor entrance patrol and search and rescue duties from the Coast Guard Port Security Base on Government Island, Alameda." Photo No. 12CGDPI - 1-59/AH.



No caption, photo dated 4 February 1959. Photo No. 13CGD 020459-12.



No caption, photo dated 11 September 1971. No photo number.



No caption, photo dated 12 August 1987. No photo number.

Sources:

Cutter History File. USCG Historian's Office, USCG HQ, Washington, D.C.

WPB-95328 crewman Ken Linden's reminisces

Robert Scheina. *U.S. Coast Guard Cutters & Craft, 1946-1990*. Annapolis, MD: Naval Institute Press, 1990.

