



## *Diligence*, 1927

WSC-135

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Diligence: persistent application to one's work: assiduous effort.

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Builder: American Brown Boveri Electric Corporation, Camden, New Jersey

Length: 125'

Beam: 23' 6"

Draft: 7' 6"

Displacement: 232 tons

Cost: \$63,173

Launched: 27 January 1927

Commissioned: 22 February 1927

Decommissioned: 30 September 1961

Disposition: Sold

Machinery: 2 x 6-cylinder diesel, 300 HP (as launched); 2 x 8-cylinder General Motors diesels, 800 HP

Performance:

Max speed: 13 knots, 1945, 2,500 mile range

Econ. speed: 8.0 knots, 3,500 mile range

Complement: 20 (1930)

Armament:

1927: 1 x 3"/27

1941: 1 x 3"/23, 2 x depth charge tracks

1945: 1 x 40mm/80 (single), 2 x 20mm/80 (single), 2 x depth charge tracks, 2 x mousetraps.

1960: 1 x 40mm/60

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### **Class History:**

This class of vessels was one of the most useful and long-lasting in Coast Guard service with 16 cutters still in use in the 1960s. The last to be decommissioned from active service was the *Morris* in 1970; the last in actual service was the *Cuyahoga*, which sank after an accidental collision in 1978. They were designed for trailing the mother ships along the outer line of patrol during Prohibition. They were constructed at a cost of \$63,173 each. They gained a reputation for durability that was only enhanced by their re-engining in the late 1930s; their original 6-cylinder diesels were replaced by significantly more powerful 8-cylinder units that used the original engine beds and gave the vessels 3 additional knots. All served in World War II but two, the *Jackson* and *Bedloe*, were lost in a storm in 1944. Ten were refitted as buoy tenders during the war and most reverted to patrol work afterward.

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### **Cutter History:**

First assigned to New York City, *Diligence* was transferred to Stapleton, New York in December, 1929. She transferred to the Great Lakes in March, 1936 and was home-ported in Cleveland, Ohio. She was at Two Harbors, Minnesota, from April, 1937 until November, 1940. At that time her permanent station became Boston, Massachusetts. She transferred to San Pedro, California, on 2 September 1941 and she remained at that station until 1961. Prior to her transfer to the West Coast, she was converted for use as a buoy tender.

On 30 September 1961 *Diligence* was decommissioned and placed in storage at the Coast Guard Base, Terminal Island, California. She was sold to Illman Jones, Inc., on 30 January 1963 for \$7,270.60.

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### **Sources:**

Cutter History File, Coast Guard Historian's Office

Donald Canney. *U.S. Coast Guard and Revenue Cutters, 1790-1935*. Annapolis, MD: Naval Institute Press, 1995.

U.S. Coast Guard. *Record of Movements: Vessels of the United States Coast Guard: 1790 - December 31, 1933*. Washington, DC: U.S. Government Printing Office, 1934; 1989 (reprint).

