



# Harriet Lane, 1927

WSC-141

---

CLASS: Active Class Patrol Boat

Builder: American Brown Boveri Electric Corp., Camden, NJ

Cost: \$90,000

Commissioned: 4 January 1927

Decommissioned: 29 April 1946

Disposition: Sold

Length: 125'

Beam: 23' 6"

Draft: 9'

Displacement: 276 tons

Propulsion: 2 600 HP Winton 138-8 diesel engines

Performance:

Max: 10

Economic: 8.8 knots (4,200 mile range)

Deck Gear:

Complement: 22 (peacetime)

Armament: 1 x 3"/23; 2 depth charge tracks (10 depth charges--1945); mine sweeping gear

Electronics:

Sonar: QCO-1 (1945)

Radar: SF (1945)

---

## 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 1960's. 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 1930's; 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 reverted to patrol work afterward.

---

## Cutter History:

*Harriet Lane* was built by the American Brown Boveri Electric Company in Camden, New Jersey. She was launched on 30 November 1926 and was commissioned on 4 January 1927. Her first home port was Boston, Massachusetts where she carried out law enforcement and search and rescue duties.

She was transferred to Provincetown, Massachusetts on 13 March 1934 and was then assigned to Gloucester, Massachusetts on 9 March 1936. She was rearmed from 17 October 1940 to 7 November 1940 at the Merrill-Stevens Company yard in Jacksonville, Florida and was also outfitted as a "tender . . . to be able to carry out normal C.G. duties."

She was permanently assigned to the Eastern Sea Frontier on 30 June 1942 and was transferred back to Boston on 13 July 1942. Here she was assigned to local escort-of-convoy duties as well as search and rescue and towing operations when needed. Her range of operations included

considerable time along the mid-Atlantic coast, between Savannah, Georgia and Norfolk, Virginia, during the height of U-boat operations in the area.

After the tanker *SS Pan Pennsylvania* was torpedoed outside of New York Harbor on 16 April 1944 *Harriet Lane* was ordered to stand by the abandoned and burning tanker. She had her engines replaced at the Coast Guard Yard in May, 1945. She was then assigned to duty with the Air-Sea Rescue forces in June of that same year. On 1 August 1945 she was transferred to Norfolk, Virginia. She was transferred back to Gloucester on 1 February 1946 and was decommissioned on 29 April 1946 and was sold to the Humble Oil & Refining Company of Houston, Texas on 16 June 1948.

---

**Sources:**

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

Robert Scheina. *U.S. Coast Guard Cutters & Craft of World War II*. Annapolis, MD: Naval Institute Press, 1982.

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

---