

Intensity, USS; PG-93



"THE CORVETTE PACKS A PUNCH: Somewhere in the Atlantic, where it serves as a protector of convoys carrying supplies for the Battle of Germany, a Coast Guard-manned corvette slides through the sea with its crew ready for a fight. Well-gunned and 'Fleet of Foot', these escort vessels are shielding vital materiel bound for the battle lines."; March, 1944; Photo No. 3758; photographer unknown.

The photo was taken north of Bermuda in March of 1944.

Exceptionally great concentration, power, or force.

Builder: Morton Engineering & Dry Dock Co., Quebec, Canada

Length: 208'

Beam: 33'

Draft: 14' 7"

Displacement: 925 tons

Commissioned: 31 March 1943

Decommissioned: 3 October 1945

Disposition: Transferred to the Maritime Commission

Speed:

Maximum: 17 knots

Cruising: 12 knots

Range: 7,300 nautical miles at 12 knots

Complement: 87

Armament: 2 x 3"/50; 4 x 20mm; 3 x .30 caliber Browning machine guns; 2 depth charge tracks--
20 depth charges per rack; 4 depth charge "K-gun" projectors; 1 x hedgehog added 1943(?)

History:

The Coast Guard-manned USS *Intensity* (PG-93) was one of a group of Canadian corvettes turned over to the Navy and manned by the Coast Guard. She was launched as *Milfoil* (CN-311) by Morton Engineering & Dry Dock Co., Quebec, Canada, on 5 August 1942. She was then taken over by the US Navy, renamed *Intensity*, and commissioned at Quebec 31 March 1943, under the command of LT H. F. Morrison, USCG.

Intensity sailed to Bermuda for her shakedown, returned to New York on 5 August 1943, and took up regular escort duties from that port. Small patrol ships such as *Intensity* did much to lessen the effect of U-boat patrols on Allied commerce during this critical period of the war. The ship steamed between New York and Guantanamo Bay until November 1944, completing over 15 convoy passages. She returned to New York on 5 November for patrol duty but in mid-December returned to the Caribbean shipping lanes as an escort.

After the end of the war in Europe, *Intensity* sailed to Charleston, arriving 29 June 1945. She decommissioned there 3 October 1945 and was returned to the Maritime Commission. In 1950 she was sold to Balleneros Ltd., S.A., Panama, R. P., renamed *Olympic Promoter*, and converted to a whale catcher.

Sources:

The Coast Guard at War: Transports and Escorts, V, Volume I (Washington, DC: U.S. Coast Guard Headquarters, March 1, 1949), p. 106.

Dictionary of American Naval Fighting Ships, Vol. III, p. 269.

Cutter File, Historian's Office, Coast Guard Headquarters.
