



# *McCall*

(CC-14)

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Builder: New York Shipbuilding Company, Camden, NJ

Commissioned (USN): 23 Jan 1911

Acquired (CG): 7 Jun 1924

Commissioned (CG): 17 Jun 1925

Decommissioned: 12 Aug 1930

Displacement: 742 tons

Dimensions: 293'10" overall x 26' 11" x 9'5"

Machinery: Direct-drive turbines, 3 screws, 12,000 hp, 29.5 knots.

Complement: 6 officers, 82 men

Armament: 3 3"/50, 1 1-pdr.

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## **Design & Service**

A total of thirty-one Navy destroyers were lent to the Coast Guard for enforcing Prohibition. Adapting these vessels to service was thought to be less costly than building new ships. In the end the rehabilitation of the vessels became a saga in itself because of the exceedingly poor condition of many of these war-weary ships. In many instances it took nearly a year to bring the vessels up to seaworthiness. Additionally, these were by far the largest and most sophisticated vessels ever operated by the service and trained personnel were nearly nonexistent. As a result, Congress authorized hundreds of new enlistees. It was these inexperienced men that generally made up the destroyer crews.

USCGD *McCall* was one of the pre-World War I 742-ton "flivvers". All were capable of over 25 knots, an advantage in the rum-chasing business. They, however, were easily outmaneuvered by smaller vessels. The destroyers' mission, therefore, was to picket the larger supply ships ("mother ships") and prevent them from off-loading their cargo onto the smaller, speedier contact boats that ran the liquor into shore. *McCall* was among the first group of destroyers loaned to the Coast Guard. She was stationed at New London.

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## **Operational Highlights**

7 Jun 1924 Transferred to Coast Guard from US Navy at Philadelphia Navy Yard.

17 Jun 1924 Commissioned at Philadelphia Navy Yard.

19 Jun 1924 Arrived at permanent duty station at New London.

20 Dec 1929 Decommissioned at New London.

12 Aug 1930 Ordered towed to Philadelphia Navy Yard.

18 Oct 1930 Returned to US Navy.

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[Photograph](#)

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