



# **POINT GLASS, 1962**

## **WPB 82336**

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Builder: Coast Guard Yard, Curtis Bay, MD

Commissioned: 29 August 1962

Decommissioned: 3 April 2000

Disposition: Transferred to NOAA

Length: 82'10" oa, 78' bp

Navigation Draft: 5'11" max (1960)

Beam: 17'7" max

Displacement: 69 fl; 60 light (1960)

Main Engines: 2 Cummins diesel (see class history)

BHP: 1,600

Performance, Maximum Sustained: 18.0 kts, 542-mi radius (1,600 hp, 1963)

Performance, Economic: 9.4 kts, 1,500-mi radius (1,600 hp, 1963)

Maximum Speed: 22.9 kts (1963)

Fuel Capacity: 1,840 gal

Complement: 8 men (1960), 2 officers, 8 men (1965)

Electronics:

Radar: SPN-11, CR-103 (1960), or SPS-64

Armament: 1 x 20mm (1960), 5 x .50 cal mg, 1 x 81 mm mortar (Vietnam service)

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**Class history**—The 82-foot patrol boats have mild steel hulls and aluminum superstructures. Longitudinally framed construction was used to save weight.

These boats were completed with a variety of power plants. 82301 through 82313, 82315 through 82317, and 82319 through 82331 were powered by two Cummins 600-hp diesels. Boats 82318 and 82332 through 82379 received two Cummins 800-hp diesels. The 82314 was fitted with two 1,000-hp gas turbines and controllable-pitch propellers. The purpose of this installation was to permit the service to evaluate the propulsion equipment. All units were eventually fitted with the 800-hp diesels. Units remaining in 1990 were re-equipped with Caterpillar diesels.

WPB 82301 through 82344 were commissioned without names; at that time the Coast Guard did not name patrol craft shorter than 100 feet. In January 1964 they were assigned names.

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### **Ship's history:**

The *Point Glass* was stationed at Tacoma, Washington, from 1962 to 1970. She was used for law enforcement and search and rescue operations. On 26 May 1965, she was damaged when the Canadian tug *Marpole* rammed her while she was moored at Tacoma.

She was stationed at Gig Harbor, Washington, from 1971 to 1989. From 1990 on, she was stationed at Fort Lauderdale, Florida. On 17 June 1992 she was awarded the Coast Guard Meritorious Unit Commendation. The citation read:

For meritorious service during the morning hours of 17 April 1992 while assisting the disabled Motor Vessel G. H. VANDERBURGH, floundering in breaking surf and in danger of grounding on a coral reef six nautical miles southwest of Fowey Light Miami, Florida. Recalled from a Bravo-Two status, POINT GLASS was underway quickly for the thirty-four mile transit through eight to ten foot seas. Arriving on scene, POINT GLASS determined that the G. H. VANDERBURGH had already crossed the outer reef line and was rapidly drifting towards an environmentally sensitive coral reef in Biscayne National Park. While navigating through the unforgiving Brewster Shoal area in treacherous breaking surf conditions, POINT GLASS quickly devised a plan to intercept the G. H. VANDERBURGH before she grounded. Once alongside the G. H. VANDERBURGH, POINT GLASS successfully passed the tow line, and the once ill-fated vessel was expertly maneuvered out of harms way into the deeper waters off Hawks Channel. The saving of the G. H. VANDERBURGH, her seven man crew and the fragile coral reef can be directly attributed to the swift and courageous actions taken by the crew of POINT GLASS. The devotion to duty and excellent performance by the personnel assigned to POINT GLASS reflect

credit upon themselves, their unit and the United States Coast Guard. The Operational Distinguishing Device is authorized.

As part of the 1998 Shell Air/Sea Show Task Force, the *Point Glass* was awarded the Coast Guard Meritorious Team Commendation. The citation read:

For exceptionally meritorious service from 30 April to 3 May 1998 in the extraordinary execution of operations in support of the 1998 Shell Air/Sea Show in Fort Lauderdale, Florida. During this period units assigned to the Task Force successfully enforced a three square mile restricted area mandated by the Federal Aviation Administration for the safety of the participating aircraft and the millions of spectators lining the area. Preparations for this extremely high profile annual event began months before with a series of planning meetings with the event sponsors and major participants, such as the U.S. Navy Blue Angels. Utilizing predesignated patrol areas, an established communications scheme, and a comprehensive command and control network, the Task Force was able to control the estimated 3,500 daily spectator craft without incident. This effort entailed a moving screen of Coast Guard small boats, Coast Guard Auxiliary, and rigid hulled inflatable boats patrolling the restricted area for up to eight hours a day. Through constant vigilance and close attention to potential violators the Task Force achieved a perfect record without a single complaint from the Federal Aviation Administration officials in charge of air safety. This accomplishment is a first in the four years of the Shell Air/Sea Show. Additionally, members of the Task Force conducted a very well received search and rescue demonstration and high-speed patrol boat pass. The overall success of the operation placed the Coast Guard in a very positive national spotlight. The dedication, pride, and professionalism displayed by everyone assigned to the Task Force reflects great credit upon the South Florida Coast Guard community. The operational distinguishing device is authorized.

The *Point Glass* was decommissioned on 3 April 2000 and was transferred to NOAA.

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### Sources:

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

"The 82-Foot Class Patrol Boat." *U.S. Coast Guard Engineer's Digest* No. 133 (Mar-Apr 1962), pp. 2-5.

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

