



Rush, 1927

WSC-151

Richard Rush (1780 - 1859) was nominated by President John Quincy Adams to be the 8th Secretary of the Treasury. He served throughout the Adams Administration from 7 March 1825 until 5 March 1829.

He was a statesman, diplomat, brilliant orator and key figure in two Administrations (Madison and John Quincy Adams), and came from a distinguished family, carving a distinguished career in public affairs in his own right. Quickly gaining statewide then national attention as a public speaker and successful trial lawyer, Rush was appointed Attorney General in Pennsylvania in 1811. In that same year, President James Madison made him Comptroller of the Treasury.

CLASS: Active Class Patrol Boat

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

COST: 63,173 each

COMMISSIONED: 27 April 1927

LAUNCHED: 18 April 1927

DECOMMISSIONED: 21 August 1947 and sold 16 June 1948

DISPLACEMENT: 232 tons

PROPULSION: Two 6-cylinder, 300 hp engines

LENGTH: 125 feet

BEAM: 23 feet, 6 inches

DRAFT: 7 feet, 6 inches

COMPLEMENT: 3 officers, 17 men

ARMAMENT: 1 3"/27 (1927); in WWII two dc racks were added

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.

History:

USCGC *Rush*, built in 1926 for the Coast Guard by American Brown Boveri Electrical Corp., Camden, New Jersey, was commissioned 27 April 1927. She was first assigned general patrol and rescue duty out of New York City, where she operated in the lower New York Bay area. During this period she assisted the Coast Guard in combating rumrunners. *Rush* shifted her permanent station to Norfolk, Virginia, in 1930, where she conducted patrol and rescue operations through 1934. In 1935 she was assigned permanent duty at Chicago, Illinois, where she served as a patrol craft on Lake Michigan until 1940.

Executive Order 8929 of 1 November 1941 transferred the Coast Guard to the Navy. *Rush* shifted her base of patrol operations to Marquette, on the northern peninsula of Michigan. She operated as a naval patrol craft on Lake Superior through the war years and returned to the Coast Guard 1 January 1946.

With the return of peace, *Rush* transferred to New London, Connecticut, and conducted patrols from that port until she decommissioned 21 August 1947. She was sold 6 July 1948 to Humble Oil Refining Co., and provided towing services at Houston, Texas, as *Humble AC-1*. In 1964 she was sold to Virgin Islands Towing Corp, and she continued to provide towing services as *Vilow I* out of Charlotte Amalie, Virgin Island, at least into 1970.

Sources:

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

Dictionary of American Naval Fighting Ships. Washington, DC: USGPO.

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.

