



## Zinnia, 1939

WAGL-255

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A plant of the genus *Zinnia*, native to tropical America, especially *Z. elegans*, cultivated for its showy, colorful flowers.

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Builder: John H. Mathis, Company, Camden, New Jersey

Length: 122' 2"

Beam: 27'

Draft: 7' 6"

Displacement: 355 tons

Cost: \$220,023

Commissioned: 1939

Decommissioned: 14 January 1972

Disposition: Transferred to USAF on 1 March 1972

Machinery: 2 Superior diesel engines; 430 BHP; twin propellers

Performance & Endurance:

Max: 9.0 knots

Cruising: 6.0 knots; 3,500 mile range

Deck Gear: 10-ton boom capacity, electric hoist

Complement: 43 (1945)

Armament: None

Electronics: None

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## **Tender History:**

The United States Tender *Zinnia* was one of two 122-foot bay and sound tenders built just prior to the transfer of the Lighthouse Service to the Coast Guard, the other being *Narcissus*. They were the first tenders to be constructed primarily by welding.

The *Zinnia* was assigned to the 4th District and was based at Edgemoor, Delaware. During World War II she served anti-submarine nets. In 1942 she was given the designation and hull number WAGL-255. She returned to her traditional duty of servicing aids to navigation after the war.

On 1 May 1947 she was transferred to Gloucester City, New Jersey. In addition to servicing aids to navigation, she assisted numerous mariners in distress. On 21 February 1951 she assisted CG-64304 which was icebound in the Delaware River. On 22 May 1952 she assisted the tug *Patco* and *Atlantic Dealer* in the Delaware River. From 26 to 27 May 1952 she assisted after the collision between the tanker *Michael* and the motor barge *A. C. Dodge* near Reedy Island. From 6 to 10 June 1953 she assisted following the collision between the tankers *Phoenix* and *Pan Massachusetts* at the entrance to the Chesapeake and Delaware Canal. On 18 December 1954 she assisted following the collision between the tanker *Atlantic Capetown* and the M/V *Maya* in the Delaware River.

From 7 to 8 March 1957 she assisted following the collision between the Liberian M/V *Elna Second* and the USNS *Mission of San Francisco* near Pea Patch Island. Sometime in that period she took aboard 26 survivors from the tug *Kraft Houler*. On 19 March 1959 she assisted in the recovery of debris following a mid-air collision off Dover, Delaware. On 21 December 1961 she assisted following the collision between the tanker *Olympic Rock* and the tug *Princess* in the Delaware River.

She transferred to New York, New York on 2 February 1967 where she remained based until April of 1969. She was then transferred to New Orleans, Louisiana where she remained until decommissioned on 14 January 1972. The *Zinnia* was then transferred to the U.S. Air Force on 1 March 1972.

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## **Sources:**

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

Douglas Peterson. *United States Lighthouse Service Tenders, 1840-1939*. Annapolis: Eastwind Publishing, 2000.

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

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