



## *Intrepid*, 1963

CG-52315

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Outstandingly courageous, fearless.

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Builder: Coast Guard Yard, Curtis Bay, Maryland

Length: 52'

Beam: 14' 7"

Draft: 6' 11"

Displacement: 75,715 pounds

Cost: \$235,927

Commissioned: 1963

Decommissioned: In service

Disposition: N/A

Machinery: 2 General Motors; twin propellers

Performance & Endurance:

    Max: 11 knots; 495-mile range

    Cruising:

Complement: 5 (1974)

Armament: None

Electronics: Navigation-type radar

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### **History:**

The steel-hulled 52-foot motor lifeboat was designed for offshore rescue under the worst sea conditions. They are self-righting and self-bailing and can carry up to 40 survivors. They were designed by the Coast Guard to replace the 52-foot

wooden-hulled motor lifeboats and to complement the shorter-legged 36-foot and 44-foot motor lifeboats.

The 52-footers are constructed of steel. Among other features that increase their range and endurance, the craft is fitted with a complete galley. The boat is equipped with 250-gallon-per-minute pump for dewatering and fire fighting. These are the only Coast Guard vessels under 65-feet in length with names, a tradition started beginning with their 52-foot wooden hulled predecessors. Beyond the search and rescue mission, they are also assigned to maritime law enforcement, marine environmental protection, and recreational boating safety duties.

The *Intrepid* is stationed at Coos Bay, Oregon.

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"Coast Guard 52-foot motor lifeboat *Intrepid* (Station Coos Bay), which is one of the four used in the Coast Guard. These boats are built to withstand the most severe conditions at sea and are capable of effecting a rescue at sea even under the most difficult circumstances. They are self-bailing, self-righting, almost unsinkable and have a long cruising radius. The crew of the *Intrepid* recently rescued a couple who were aboard a 65-foot sailboat, *Broken Hobbles*, in distress off Point Blanco, Oregon."; 20 December 2002; CG Photo No. 021220-C-4178J-500 (FR); photo by PA3 Anthony Juarez, USCG.



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"Robert and Doris Carpenter of Drewsey, Ore., owners of the 65-foot sailboat Broken Hobbles. The Carpenters were rescued by the Coast Guard crew of the 52-foot MLB Intrepid (Station Coos Bay) on Dec. 12 when they were in distress off Cape Blanco, Ore."; 20 December 2002; CG Photo No. 021220-C-4178J-514 (FR); photo by PA3 Anthony Juarez, USCG.



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"An AST maneuvers a hoist cable over 52-foot motor life boat Intrepid from Station Coos Bay, Ore. Coast Guard crews continually train to maintain skills in preparation for real-life cases."; 11 January 2002; CG Photo No. 020111-C-7609S-501 (FR); photo by PA2 Sarah Foster-Snell, USCG.



"The Coast Guard's four remaining 52-foot motor lifeboats, Invincible II, Intrepid, Triumph II and Victory get underway together for the first time since 1998 at Station Cape Disappointment, WA. Feb. 13, 2003. The 52-foot motor life boats are widely used in support of search and rescue, maritime law enforcement, marine environmental protection and recreational boating safety."; 13 February 2003; CG Photo No. 030213-C-3652F-506 (FR); photo by PA3 Kurt Frederickson, USCG.

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**Sources:**

52-Foot MLB History File. USCG Historian's Office, USCG HQ, Washington, D.C.

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.

