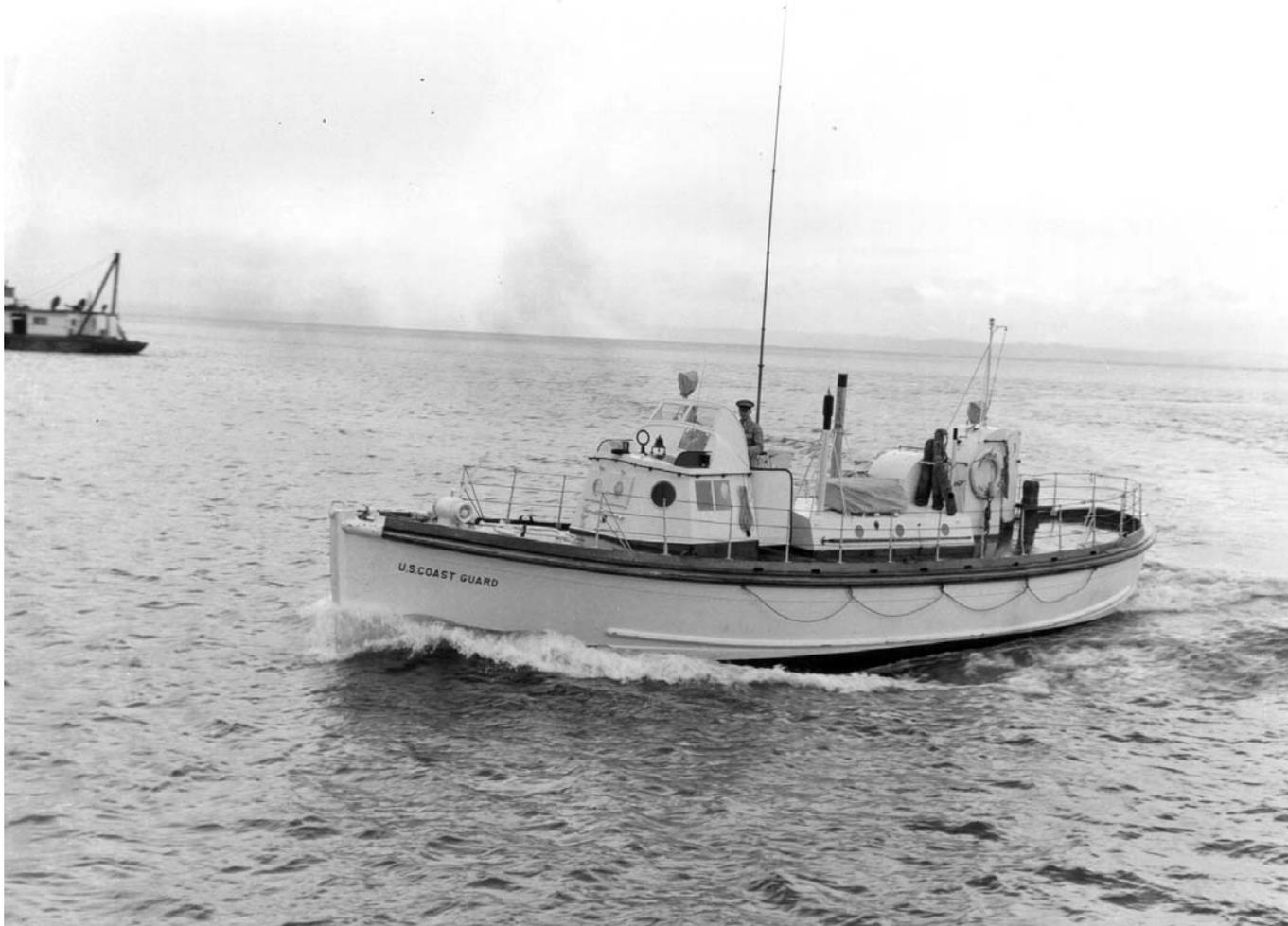


Invincible, 1935

CG-52300

Incapable of being conquered, overrun or subjugated.



52' MLB *Invincible*, CG-52300.

No caption/date/photo number; photographer unknown.

Post-World War II-era photo.

Builder: Coast Guard Yard, Curtis Bay, Maryland

Length: 52'

Beam: 14' 4"

Draft: 6' 8"

Displacement: 30 tons

Cost: ?

Commissioned: 1935

Decommissioned: 1967

Disposition: Transferred to USN, 15 August 1967.

Machinery: 1 Buda solid injection 6-cylinder diesel engine; single propeller; 150 BHP

Performance & Endurance:

Max: 10.5 knots

Cruising:

Complement: 4
Armament: None
Electronics: None

History:

The 52-foot motor lifeboat originally designated as "Type F" class was a developmental design. There were only two built, the *Invincible* and her sister, the *Triumph*, CG-52301. These craft were given an improved cruising radius over the standard 36-foot class of motor lifeboats, a more powerful engine, and accommodations for crew and for rescued survivors. The 52-footer was not self-bailing or self-righting, but her initial stability was very high. The superstructure, including the wheelhouse, engine-room trunk, companionway, and the survivor compartments were constructed of bronze. The hull was divided into six watertight compartments, any two of which could be flooded and the boat would remain afloat. The watertight bulkheads were made of bronze and both were all welded construction. They were designed by the Coast Guard and both were built at the Coast Guard Yard. Sixty persons could be carried below in their watertight compartments and an additional 100 could be carried on deck, weather permitting. They were not intended to replace the standard 36-foot class of motor lifeboats, but rather were designed to meet the need for a larger, more powerful lifeboat for use at locations with extreme sea conditions. During their time in service, they were the only Coast Guard craft under 100-feet in length that received names. The *Invincible* was initially stationed at Sandy Hook, New Jersey, but transferred to Grays Harbor Lifeboat Station in 1941. She was transferred to Coos Bay Lifeboat Station sometime later.

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.
