



# ***POINT CHICO, 1962***

## **WPB-82339**

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Builder: Coast Guard Yard, Curtis Bay, MD

Commissioned: 29 October 1962

Decommissioned: 24 June 2001

Disposition: Transferred to Costa Rica

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 Chico* was stationed at Sausalito, CA, from 1963 to 1965. She was used for law enforcement and search and rescue operations. On 14 June 1965, she escorted the damaged F/V *Salmon Queen* 18 miles southwest of Point Bonita, CA, to Sausalito.

From 1966 to 1974, she was stationed at Benicia, CA. On 26 September 1966, she helped fight fire on a barge in San Francisco harbor.

The *Point Chico* was awarded the Coast Guard Unit Commendation for action on 21 September 1975 while combating a raging fire that engulfed Pier 37 on the San Francisco waterfront and saving the historic ferry boat "SAN LEANDRO". The cutter was awarded a second Unit Commendation for rescue and relief operations during the flooding of the Noyo River Basin from 25 to 30 October 1977.

From 1974 to 4 August 1980, she was stationed at Yerba Buena Island, CA. On 7 April 1980, she towed the disabled 633-foot tanker *Austin* into the wind 35 miles northwest of Morro Bay, buying time for engineers working on damaged wiring as the tanker drifted toward the Piedras Blancas.

From 4 August 1980, she was stationed at Bodega Bay, CA. On 9 September 1983, she towed the disabled pleasure craft *Sabra* into San Francisco. On 16 September 1983, she towed the disabled F/V *Huyne Long* from off Farallon Island to San Francisco. On 8 November 1983, she rescued two divers off Mendocino Bay.

The cutter received its third Unit Commendation for participation in the Olympic Task Force during the Los Angeles XXIII Olympiad from 7 July to 15 August 1984. The *Point Chico* was awarded the Coast Guard Meritorious Unit Commendation for search and rescue and law enforcement operations from 1 January to 9 April 1985, when its crew seized the F/V *Oregon Beaver* with 45,000 pounds of marijuana on board. On 7 June 1985, the cutter was adopted as the official Coast Guard cutter of the City of Sacramento.

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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

