

USS SHACKLE, ARS 9
(U.S. Coast Guard Cutter ACUSHNET)
(WMEC 167)
(WAGO-167)
(WAT 167)
Ketchikan vicinity
Ketchikan Gateway Borough
Alaska

HAER AK-49
AK-49

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C Street NW
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HISTORIC AMERICAN ENGINEERING RECORD

USS *SHACKLE* (ARS-9)
(USCGC *ACUSHNET* (WMEC-167))

HAER No. AK-49

Rig / Type of Craft: Medium Endurance Cutter (mid-1978)
WAGO-167 (8 July 1968)
WAT-167 (29 June 1946)
ARS-9 (5 February 1944)

Class: *Diver*

Trade: Multi-Mission – Law Enforcement, Homeland Security,
Search and Rescue, and Environmental Protection

Principal Dimensions: Length (oa): 213'6"
Beam: 40'8"
Draft: 14'1"
Displacement: 1,630 (fl) tons - 1944
1,720 (fl) tons – 2007

(The listed dimensions are “as built,” but it should be noted that draft and displacement were subject to change over time.)

Location: Ketchikan vicinity; Ketchikan Gateway Borough, Alaska – since 1998 (Formerly home ported in Eureka, California - 1990; Gulfport, Mississippi - 1968; Portland, Maine - 1947; Pearl Harbor, Hawaii - 1944)

Dates of Construction: 26 October 1942 – 5 February 1944

Designer: U.S. Navy

Builder: Basalt Rock Company; Napa, California

Present Owner: U.S. Coast Guard

Disposition: Active

Significance: The U.S. Coast Guard Cutter *Acushnet* currently holds the distinction as the “Queen of the Fleet,” the oldest cutter in the Coast Guard. She has served her country for sixty-three years, beginning service during World War II as the USS *Shackle* (ARS-9). The Coast Guard acquired the ship on 23 August 1946 and renamed her USCGC *Acushnet* (WAT-167). She has become one of the workhorses of the Coast Guard and the last of her class. The *Acushnet* remains notable for her dependability in changing environments and during different missions as a tug, oceanographic vessel, and medium endurance cutter.

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The project was prepared under the direction of the HAER Maritime Program Coordinator, Todd Croteau, who also generated the vessel drawings (HAER architect). Jet Lowe (HAER photographer) created large format photographs. Special thanks are given to Commander Marc Stegman (CO), LCDR Kevin King (XO), and the crew of the *Acushnet* for giving us a tour of the ship. Their help and assistance greatly benefited our project.

The U.S. Coast Cutter *Acushnet* (ex- USS *Shackle*) has served a long and multi-faceted career. Since her inception, the ship served the U.S. Navy as a salvage tug during World War II and as a Coast Guard cutter after the war. The Coast Guard placed the ship in varying roles and missions through her sixty-three year career and it has become one of its most versatile ships in the fleet, as well as the oldest. The *Acushnet* is a tried and proven vessel that still has value to the nation, but its long career will end as newer vessels come on line through the Coast Guard's replacement system. This ship has served countless hours at sea and performed all the missions assigned to her that make it a unique ship.

After the attack on Pearl Harbor, the Maritime Commission contracted shipyards to build a variety of ships besides merchant ships. When the naval shipyards realized they could not keep pace with naval demands the contracts were sent to the Maritime Commission. In turn, a majority of the ships constructed by the Maritime Commission were attack cargo ships, oilers, and transports. These modified ships met "military" standards, but were in essence merchant ships. Another type of ship that became crucial in the war was the salvage ship.¹

When the United States entered World War II the U.S. Navy faced its first major problem, salvaging the damaged ships in Pearl Harbor, Hawaii. The U.S. Navy formed the Naval Salvage Service through legislation passed by Congress and the President on 24 October 1941. After the attack on Pearl Harbor, this legislation allowed the navy to begin salvage operations through a contract with Merritt-Chapman and Scott on 11 December 1941 and it allowed the navy to use Merritt-Chapman and Scott's resources, as well as for them to train future navy salvage operators.²

The salvage crew's main job was to augment damage control beyond the capacity of the ship's crew and the salvage work at Pearl Harbor set the pace for things to come. Future work entailed fire fighting, towing ships to repair facilities, and clearing harbors of scuttled ships and vessels targeted in combat. The navy learned quickly that it was far faster to repair a damaged vessel than to construct a new one. This was important during the island hopping campaigns in the Pacific because the salvage crews cleared the beaches of landings craft and at the same time retained many of the damaged vessels for repair along with their cargo and equipment that could be used in future

¹ Frederic C. Lane, *Ships for Victory: A History of Shipbuilding under the U.S. Maritime Commission in World War II* (Baltimore, MD: The John Hopkins Press, 1951), p. 3.

² C.A. Bartholomew, *Mud, Muscle, and Miracles: Marine Salvage in the United States Navy* (Washington, DC: Naval Historical Center and Naval Sea Systems Command, 1990), pp. 55, 69.

operations. More importantly, the beaches were clear for further waves as the beach heads became staging areas.³

During World War II, the U.S. Navy designed and ordered the *Diver* class, a group of salvage ships built by the Basalt Rock Company's Steel Division. The U.S. Navy used the talents of the naval architects in the Bureau of Construction, naval officers, and the salvage industry to develop its new ships. The ships designed were sturdy oceangoing tugs with diesel-electric propulsion units and carried a strong auto-tensioned towing winch.⁴

The Basalt Rock Company located in Napa, California laid the keel of the *Shackle* on 26 October 1942. The shipyard lay south of the city of Napa, situated on the Napa River. It originally started as a rock quarry operation and in 1938, it began to construct its own barges. The shipyard constructed all sixteen *Diver* class vessels between 1942 and 1945 and produced 115 barges and various other vessels for the navy from 1940 until 1945.⁵

The design characteristics of the *Shackle* were 213'6" in overall length, a beam of 40'8", and a limiting draft of 14'1". She was steel-hulled and displaced 1,970 tons of water when fully loaded. Her twin-screw propulsion plant (diesel-electric) created 3,000 shaft horsepower per motor for a top speed of 14.8 knots. Flank speed allowed her to run a radius of 10,000 nautical miles and 13,700 nautical miles at cruising speed. At 95 percent capacity, her fuel tanks held 95,960 gallons of diesel fuel for the main engines and auxiliary generators.⁶

The machinery spaces contained an assortment of equipment. In the engine room were four Cooper-Bessemer (8-cylinder) diesel engines. Connected to the engines were four Westinghouse generators that produced 610 kilowatts to create a 500-volt DC current. The generators powered four Westinghouse motors, rated at 765 horsepower, which drove two shafts at 200 rpm. Two Farrel-Birmingham reduction gears stepped the power down on each shaft to turn two 9'3" four

³ Ibid., pp. 51-52.

⁴ Ibid., pp. 54, 444.

⁵ <http://www.coltoncompany.com/shipbldg/ussbldrs/wwii/boatbuilders/shipyards/basalt.html>, assessed on 9 May 2007.

⁶ Robert L. Scheina, *U.S. Coast Guard Cutters & Craft 1946-1990* (Annapolis, MD: Naval Institute Press, 1990), p. 48; U.S. Coast Guard, "Ship's Characteristics Card: USCGC Acushnet (WAT-167)," Washington, DC: U.S. Coast Guard Historian's Office.

bladed propellers. The aft steering compartment housed two quadrant steering gears for the two rudders.⁷

Originally, auxiliary power for the ship came from two service generators and one emergency auxiliary. The two primary generators were on the hold level between the mains and the reduction gears. Two Cooper-Bessemer diesel generators (six-cylinder) produced 200 kilowatts creating 120 volts of AC power apiece. The emergency generator was on the first platform and was much smaller, generating only 60 kilowatts. The Coast Guard updated all three in the 1980s during a major refit.⁸

The focsle deck had one mast with a boom and various salvage gear. Near the bow was an anchor windlass for two Bower-Dunn anchors weighing 7,000 pound apiece. Behind the anchor windlass was another windlass for the foremast boom or alternatively used for picking up salvage wrecks through two forward lifting rollers built into the hull on the port and starboard sides.⁹

Designers placed more salvage gear on the back deck. At the front of the stern was a mast and beneath it was the Almon-Johnson towing winch (series 250). The towing winch drum held 2,100 feet of 2-inch steel cable and the maximum pull rating was 40,000 pounds. Aft of the bulkhead were two capstans, port and starboard side. In between the capstans was a towing bit and in a hold beneath the deck was a towing hawser that contained 900 feet of 5 ½" nylon line. The Coast Guard modified the vessel through time and removed different pieces of her salvage equipment to accomplish her new missions¹⁰

To assist the crew with salvage efforts the ship contained an assortment of compressors and pumps on the *Shackle*. On the first platform were four compressors: two Davy Industrial 100-psi compressors and two Worthington 600-psi compressors. The compressors pumped air to the divers and to the hyperbaric chamber when the divers became "bent" (decompression sickness). On the hold level were four large pumps onboard that could be used for three different purposes: bilge, fire, and salvage.¹¹

⁷ Ibid.

⁸ *Ship's Characteristics*, p. 2.

⁹ Ibid., p. 1.

¹⁰ Ibid., pp. 1,9.

¹¹ Ibid., p. 2; "USCGC *Acushnet* WMEC 167," *Booklet of General Plans* (Baltimore, MD: U.S. Coast Guard Engineering Logistics Center, 2001), plate 7.

The ship's crew did have the ability to make minor repairs to the ship while underway. On the main deck, there was a small DC electric shop complete with a welder and on the second deck there was a larger machine and electrical shop that could replicate parts and conduct repairs. The crew possessed minor fabrication abilities using a drill press, grinder, and lathe. Shipyards performed larger and more complex repairs that superseded the crew's ability like service life extension programs (SLEP).¹²

The *Shackle's* complement consisted of 120 men, 7 officers and 113 enlisted personnel. Designers put the officer's berthing forward on the main deck and the enlisted personnel's berthing was below on the second deck. The captain, executive officer, and engineering officer lived on the focsle deck below the navigation bridge. Galleys for the crew were on the focsle deck and the main deck. The officer's wardroom was on the focsle deck beneath the navigation bridge. The chief petty officer's mess was on the main deck forward of the galley and the enlisted personnel's mess was on the port side off the galley.¹³

Navigation of the ship took place on the bridge. During World War II, the electronics on board were basic, but advanced through time to include numerous pieces of modern equipment. The *Acushnet* did retain her original engine order telegraph and it is presently functioning. The helmsman controlled the steering of the vessel through an electric relay to the steering gearing.¹⁴

During World War II, the navy supplied the *Shackle* with armament. Located on board were two twin 40-millimeter guns that were primarily used for anti-aircraft support. After the war, the Coast Guard switched her armament to three 20-millimeter guns. Her current armament consists of two 50-millimeter guns and small arms.¹⁵

In case of sinking, the *Shackle* was equipped with two motor lifeboats and rubber rafts of varying sizes. As the *Acushnet*, the Coast Guard installed new equipment and updated both the lifeboats with two rigid hull inflatable boats and six static released life rafts.¹⁶

¹² Ibid., plate s 5-7.

¹³ Ibid.

¹⁴ Ibid., plate 3.

¹⁵ Ibid., plate 8.

¹⁶ Ibid., plate 5.

After the *Shackle*'s shakedown cruise out of San Diego, California, the U.S. Navy sent her to Pearl Harbor, Hawaii where she began her career. From Pearl Harbor, the *Shackle* went on her first salvage mission to Midway Island and cleared the channel's entrance of the sunken ship USS *Macaw*. She returned to Pearl to assist in removing two ships that had run aground at the channel's entrance. The *Shackle* arrived at Guam on 24 December 1944 and began tours of duty in Eniwetok, Tinian, and Saipan.¹⁷

For the remainder of the war, the *Shackle* performed an assortment of diving and salvage operations in the Pacific. On 15 February 1945, the *Shackle* proceeded to Iwo Jima for the invasion of the island and conducted forty-four salvage missions, including the repair of the damaged destroyer USS *Terry* (DD-513), hit by an enemy shore battery. After a brief recess from duty in Ulithi, the *Shackle* headed toward Okinawa where she assisted fifty-five damaged vessels, many the result of kamikaze attacks. On 1 July 1945, the *Shackle* traveled to the East China Sea to begin minesweeping duties and cleared over 200 mines from the area. After the war, the navy assigned the *Shackle* to clear the docks at the Yokosuka Naval Base. In February 1946, the *Shackle* returned to west coast and the navy decommissioned her on 29 June 1946.¹⁸

At the conclusion of World War II, the U.S. Coast Guard faced an uncertain future, with a personnel shortage and dilapidated shore stations. To offset the vessels borrowed and returned after the war, as well as the retirement of older craft, the Coast Guard turned to the U.S. Navy for assistance. The navy supplied the Coast Guard with twenty-one ships, including the *Shackle* (ARS-9) and her sister ship, the *Seize* (ARS-26), which became the *Yocona*.¹⁹

The Coast Guard commissioned the *Shackle* as the USCGC *Acushnet* (WAT-167) on 23 August 1946, modified the ship for search and rescue missions, and stationed her in Portland, Maine where she began service. Her first major incident occurred in September 1947 when the Coast Guard deployed her to Bar Harbor, Maine to fight a large fire. In 1973, the *Acushnet* fought two other major fires from her homeport in Gulfport, Mississippi. In the first of these, the *Acushnet* responded to a fire on board the *Key Largo* that was moored next to the town of Phoenix, Louisiana, south of New Orleans. In the second incident, the *Acushnet* responded to a collision between the ore ship *Baune* and the tanker *Key Trader*. The collision sparked a fire on board the tanker and the *Acushnet*

¹⁷ U.S. Navy, *Dictionary of American Naval Fighting Ships* Vol. VI (Washington, DC: Naval Historical Center, 1990), p. 458; "CGC *Acushnet*," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC.

¹⁸ Ibid.

¹⁹ Robert Erwin Johnson, *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present* (Annapolis, MD: Naval Institute Press, 1987), pp. 260-265.

successfully quelled the blaze. She was later awarded with a Coast Guard Unit Commendation for her participation along with the cutter *Dependable*.²⁰

In the 1950s, the *Acushnet* performed a number of missions related to the International Ice Patrol (IIP). During April, May, June of 1950, the *Acushnet* served on the IIP. This detachment formed in 1914 after the RMS *Titanic* struck an iceberg and sank on 15 April 1912. The staggering loss of life, 1,500 of the 2,224 passengers drown in the accident, provoked worldwide attention to the subject of icebergs, which in turn led to the first Safety of Life at Sea (SOLAS) convention in 1914. The U.S. Navy began ice patrols in 1912 and in 1913, the Revenue Cutter Service (predecessor to the U.S. Coast Guard) took responsibility for the operational patrols in the surrounding area of the Grand Banks. From March until August 1957, the *Acushnet* performed another tour on the International Ice Patrol and again from April to July 1959.²¹

The *Acushnet*'s next major scientific mission was to assist the Scripps Institute of Oceanography between July 1968 and June 1971 with the deployment and repair of oceanographic research buoys in the North Pacific. The Coast Guard changed the *Acushnet*'s homeport to San Diego, California and designated her as WAGO-167. The *Acushnet* participated as a platform station during the research and made eleven protracted cruises during her service.²²

In mid-1971, the Coast Guard moved the *Acushnet* to her new homeport in Gulfport, Mississippi where she assisted the National Atmospheric and Aeronautical Administration with further tests of the National Data Buoy Project. Her primary duty was the placement and anchoring of instrument data buoys in the Gulf of Mexico. The large buoys (displacing 100-tons) were anchored in depths up to 12,000 feet of water and measured a variety data that was sent to shore installations via radio.²³

In 1978, the *Acushnet* participated in another scientific experiment called the Global Weather Experiment. The experiment consisted of 140 nations participating together to collect worldwide

²⁰ Scheina, *Cutters & Craft 1946-1990*, p. 49; "USCGC Acushnet 50 Years of Service," 1996, *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, D.C., p. 3.

²¹ Scheina, *Cutters & Craft 1946-1990*, p. 49; "International Ice Patrol," http://www.en.wikipedia.org/wiki/International_Ice_Patrol, accessed 31 May 2007.

²² "USCGC Acushnet," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 2.

²³ *Ibid.*, p. 3.

weather data. The *Acushnet* left America and made stops in Peru and New Zealand covering over 18,000 nautical miles in 82 days.²⁴

The *Acushnet*'s first major rescue occurred on 19 February 1952 when the cutter rescued eighteen crewmembers from the T-2 tanker *SS Fort Mercer* in a severe storm southeast of Cape Cod, Massachusetts. On 18 February 1952, the Coast Guard received an emergency report from the tanker *Fort Mercer* that her hull was splitting apart and she required immediate assistance. The *Eastwind* and *Unimak* were already on a rescue mission, but were redirected to the *Mercer*. The Coast Guard sent two additional cutters to the scene, the *Yakutat* and the *Acushnet*. When the *Acushnet* arrived at noon on 19 February, the *Eastwind* had just retrieved three men from a life raft. The *Acushnet*'s captain maneuvered the cutter next to the wreck so five men could jump onto the low afterdeck. Another attempt in the same manner rescued an additional thirteen men. In the same storm, another T-2 tanker the *SS Pendleton* 20 miles away had undergone the identical damage to her hull. The joint rescue operation saved the lives of seventy-one sailors, but six men perished.²⁵

In March 1960, the Coast Guard summoned the *Acushnet* to assist the Coast Guard cutter *General Greene* and the tug *M. Moran*. The Coast Guard originally dispatched the *General Greene* to assist the rudderless tug *M. Moran*, which had encountered a strong "nor'easter" storm off Cape Cod, Massachusetts and was beginning to sink. When the *General Greene* attempted to pass a towing hawser to the tug the line became entangled in her rudder and propeller, consequently disabling the cutter. With both vessels disabled, the Coast Guard notified the *Acushnet* to proceed to area and assist both craft.²⁶

When the *Acushnet* arrived on the scene, the situation was grave for the *General Greene*. The *Greene* had deployed both of her anchors as the sea pushed her towards Sandwich Beach. The *Acushnet* responded to the cutter first by attempting to pass a towing hawser to her crew. In the process, the *Acushnet* struck the *Greene*'s bow and the collision cut a hole in the starboard side of the engine room. In the second attempt to pass a towing line, the *Acushnet* set her anchors out to drift backwards towards the *Greene* to pass a line from her stern to the bow of the cutter. The waves were so large that the *Acushnet*'s hull struck the bottom of sea numerous times and as the ship got

²⁴ K.W. Shubert, "United States Coast Guard Cutter *Acushnet* History," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, p. 1.

²⁵ Johnson, *Guardians of the Sea*, pp. 287-288.

²⁶ Mark Hunt, "High Sea Rescue Harrowing for Crew," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 1.

closer to the *Greene*, it landed on her anchor flukes, which punctured the *Acushnet*'s hull. The second attempt failed and the *Greene* beached on the shore.²⁷

The *Acushnet* turned her attention to the rudderless tug north of the *Greene*. The captain of the *M. Moran* mitigated his situation better by attaching a 1,200-foot hawser to his anchor and by using the ship's throttles, eased the strain on the line. The *Acushnet* towed the tug into Provincetown at night and moored the ship.²⁸

After the turbulent night, the *Acushnet*'s crew patched the ship and set out to salvage the *General Greene*. The beached cutter was 100 feet from the water at low tide and resting on her starboard side. The *Acushnet*'s crew attached a two-inch wire to the *Greene* and waited for high tide. With sufficient pulling, the *Acushnet* freed the *General Greene* and towed her to Boston Harbor for an assessment. The *Acushnet* also went to the yard for repairs to her hull caused by the accident. A court of inquiry cleared the *Acushnet*'s captain of any wrongdoing and awarded him and the executive officer the Legion of Merit for their actions. The entire crew also received letters of commendation for their participation in the rescue.²⁹

On 25 December 1961, the *Acushnet* rescued the entire crew from the dredge *Cartagena* in another severe storm off Cape Cod, Massachusetts. A commercial tug had the *Cartagena* under tow when they encountered a strong North Atlantic storm mounting 75 knot winds and 30 foot seas, which parted the towline. The tug tried to reattach the line, but was unsuccessful and the dredge began to drift in the storm. The *Acushnet* arrived on the scene and rescued all ten crewmembers from the *Cartagena*.³⁰

During the 1980s, the *Acushnet* patrolled the Gulf of Mexico and the Caribbean assisting refugees trying to cross over from Haiti and Cuba. During her eight-year stay in Gulfport, Mississippi, the *Acushnet* prevented over 200 refugees from Cuba and Haiti from entering into the United States.³¹ The most famous exodus of Cuban refugees occurred in 1980, the Mariel Boatlift. The mass

²⁷ William T. Hayes, "Personal Account," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, pp. 1-2.

²⁸ *Ibid.*, p. 2.

²⁹ *Ibid.*, pp. 2-3.

³⁰ "USCGC *Acushnet* (WAGO 167) Ship's History," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 1.

³¹ Shubert, *Cutter Acushnet History*, p. 1.

emigration began when a Cuban group entered the Peruvian Embassy in Havana requesting sanctuary. A confrontation began and Fidel Castro sought to resolve the situation by allowing every Cuban the right to emigrate if he/she wanted to leave the country through the port of Mariel.³²

Twenty-four Coast Guard ships responded to the incredible number of people, unexpected by both the United States and Cuba. The emigration totaled around 125,000 people on 1,500 boats over three months. The *Acushnet* participated in the event and saved thousands of refugees in overcrowded craft and flimsy rafts. The cutters patrolled close to Cuba's territorial water border because many of the Cuban boats were in a state of disrepair and needed rescuing soon after they crossed the boundary line.³³

One incident involving the *Acushnet* and three Cuban gunboats particularly stands out in Bob Dyche's mind, a crewmember serving on the *Acushnet*. The three Cuban gunboats began to encircle the cutter and lead the ship in the direction of the territorial boundary line. If the *Acushnet* crossed the line, it would have caused a significant incident so the *Acushnet* called the U.S. Navy for assistance. Dyche said most of the men were viewing the situation at night from the weather deck when communications from the bridge stated that the "status quo" was going to change. He recalled that no one knew what that meant until two Navy A-6 Intruder jets, skimming the water at 100 feet, turned on their green cockpit and landing lights above the *Acushnet*'s stern. The gunboats departed and the *Acushnet* was free to continue operations without further incident from the Cuban government.³⁴

In 1984, the Coast Guard spent over three million dollars upgrading the 1940s technology to the 1980s during a major overhaul lasting four months. While in the Bergeron Shipyard in Braithwaite, Louisiana, the *Acushnet*'s main engines were replaced with Fairbanks-Morse diesel engines and her steering gear was replaced with an electric-hydraulic steering ram. Additionally, the *Acushnet* received a new electronics package that made it comparable to the new 270-foot medium endurance cutters.³⁵

³² Dave Kiffer, "From Iwo Jima to Icy Strait, the long colorful history of the *Acushnet*," http://www.sitnews.us/Kiffer/Acushnet/082306_acushnet_history.html, p. 7, accessed 28 August 2006.

³³ *Ibid.*, pp. 7-8.

³⁴ *Ibid.*, pp. 8-9.

³⁵ Keith Spangler, "Acushnet returns to the fleet," *Commandant's Bulletin* 84, no. 2 (1984): p. 12.

While stationed in Gulfport, Mississippi in the 1980s, the *Acushnet* participated in various drug interdiction operations. In 1984 alone, the *Acushnet* seized over 100 tons of marijuana aboard 10 separate vessels. Several other drug seizures marked the *Acushnet*'s career while in Gulfport before her next move.³⁶ While based in Eureka, California, the *Acushnet* made her last drug seizure in July 1991. The cutter's crew recovered more than half a ton of hashish from the sailing vessel *Malekula*. In a tense standoff, the captain of the *Malekula* threatened to shoot anyone trying to board the sailboat. As the *Acushnet* monitored the situation, the crew of the *Malekula* scuttled the boat and set it on fire. Six men jumped into the water, but a small amount of drugs floated to the surface and was recovered by the *Acushnet*'s crew. Overall, the *Acushnet* has made important strides as a medium endurance cutter while performing law enforcement duties and seized over a million pounds of illegal drugs valued at over 1.5 billion dollars. The *Acushnet* remained in her homeport of Eureka, California from 1990 until 1998.³⁷

Since 1998, the *Acushnet* has changed homeports once again, to Ketchikan, Alaska and has remained there since. Duty in the Bering Sea has proved challenging to other Coast Guard vessels, but the *Acushnet* provides a stable platform during inclement weather while on extended tours. Many former shipmates and current personnel have commented on the dependability of the *Acushnet*. In the unit profile it states, "She has riding characteristics comparable to ships longer than *Acushnet*'s 213 feet. It is this sea-keeping ability that allows her to meet her operational commitments more easily..."³⁸ In the Gulf of Alaska and the Bering Sea, the Coast Guard provides law enforcement, Homeland Security, SAR missions, and environmental protection. Nicknamed "The 'A' Team in Alaskan Fisheries," the *Acushnet* has met the challenge many times over in different areas and missions.³⁹

The *Acushnet*'s long service career has its roots in the revolving budget constraints of the U.S. Coast Guard. Through its history the cutter's service life has been extended repeatedly and most recently in the fall of 2007. Although the cutter now has sixty-two years of service, her longevity is limited. In 1996, the Coast Guard set out to "recapitalize its aging fleet of cutters and aircraft" in what

³⁶ Scheina, *Cutters & Craft 1946-1990*, p. 49.

³⁷ "Acushnet makes hashish seizure," 26 July 1991, *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 1.; "Acushnet Says Hello," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 2.

³⁸ "Unit Profile-USCGC *Acushnet*," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 1.

³⁹ "USCGC *Acushnet* (WMEC 167): Welcome Aboard," n.d., *Acushnet* Cutter File, U.S. Coast Guard Historian's Office, Washington, DC, p. 2.

became known as the Integrated Deepwater System program. This program set out to “replace or modernize nearly 100 cutters and more than 200 aircraft.” Although the program has had its difficulties the Coast Guard is well on the way to improving its fleet, which will ultimately replace the *Acushnet* and similar cutters with newer craft and “allow it to continue to perform missions in the deepwater environment, well into the twenty-first century.”⁴⁰

Throughout her career, the *Acushnet* has served on numerous SAR (search and rescue) missions, law enforcement duties, environmental protection cleanup, and Homeland Security operations. In these operations, she towed disabled vessels, assisted ships in distress, medically evacuated injured sailors, salvaged ships, provided drug interdiction, supported scientific missions, and patrols the Bering Sea. While in Portland, Maine, she “earned a valiant reputation as a dependable friend to fishermen and boaters in distress.”⁴¹ As the Coast Guard changed her missions through time, she excelled in every role, from tug to medium endurance cutter. Through her long career, sixty-three years, the *Acushnet* is one of the workhorses of the Coast Guard and is known as the “Queen of the Fleet,” the oldest ship in the Coast Guard. She is also the sole remaining *Diver* class ship within the Coast Guard since decommissioning of the *Escape* (WMEC-6) in 1995 and the *Yocona* (WMEC-168) in 1996.

⁴⁰ Joseph DiRenzo, III and Chris Doane, “The Coast Guard’s Year,” U.S. Naval Institute *Proceedings* (May 2003): p. 98; John Birkler, Brien Alkire, Robert Button, Gordon Lee, Raj Raman, John Schank, and Carl Stephens, *The U.S. Coast Guard’s Deepwater Force Modernization Plan: Can it be Accelerated? Will it meet Changing Security Needs?* (Santa Monica, CA: Rand Corporation, 2004), pp. 1-2.

⁴¹ *Ibid.*

Appendix A

Diver Class (ARS)

<i>Diver</i> (ARS-5)	Sold after World War II to Merritt-Chapman and Scott and renamed <i>Rescue</i>
<i>Escape</i> (ARS-6)	Transferred on loan to U.S. Coast Guard as WMEC-6 in 1980; decommissioned 1995
<i>Grapple</i> (ARS-7)	Transferred to Republic of China in 1977
<i>Preserver</i> (ARS-8)	Seriously damaged in Japanese air attack but served through the 1980s
<i>Shackle</i> (ARS-9)	Transferred to U.S. Coast Guard and renamed <i>Acushnet</i> (WMEC-167) after World War II; active
<i>Cable</i> (ARS-19)	Bare boat charter to Merritt-Chapman and Scott following World War II; sunk as target (Sinkex)
<i>Chain</i> (ARS-20)	Converted to oceanographic research ship (AGOR-17); operated by Woods Hole Oceanographic Institute
<i>Curb</i> (ARS-21)	Bare boat charter to Merritt-Chapman and Scott following World War II; sunk as target (Sinkex)
<i>Current</i> (ARS-22)	Decommissioned in 1972
<i>Deliver</i> (ARS-23)	Transferred to Republic of China in 1979
<i>Grasp</i> (ARS-24)	Transferred to Republic of China in 1978
<i>Safeguard</i> (ARS-25)	Earned Presidential Unit Citation during Korean War
<i>Seize</i> (ARS-26)	Grounded and refloated at <i>Clipperton Island</i> during World War II; transferred to U.S. Coast Guard and renamed <i>Yocona</i> (WMEC-168) after World War II; decommissioned 1996
<i>Snatch</i> (ARS-27)	Converted to oceanographic research ship and renamed <i>Argo</i> (AGOR-18); operated by the Scripps Institution
<i>Clamp</i> (ARS-33)	Ex- <i>Atlantic Salvor</i> (BARS-3); first steel-hulled salvage ship commissioned in the navy
<i>Gear</i> (ARS-34)	Ex- <i>Pacific Salvor</i> (BARS-4); later operated under charter by Merritt-Chapman and Scott as USNS <i>Gear</i> ; sunk as target (Sinkex)

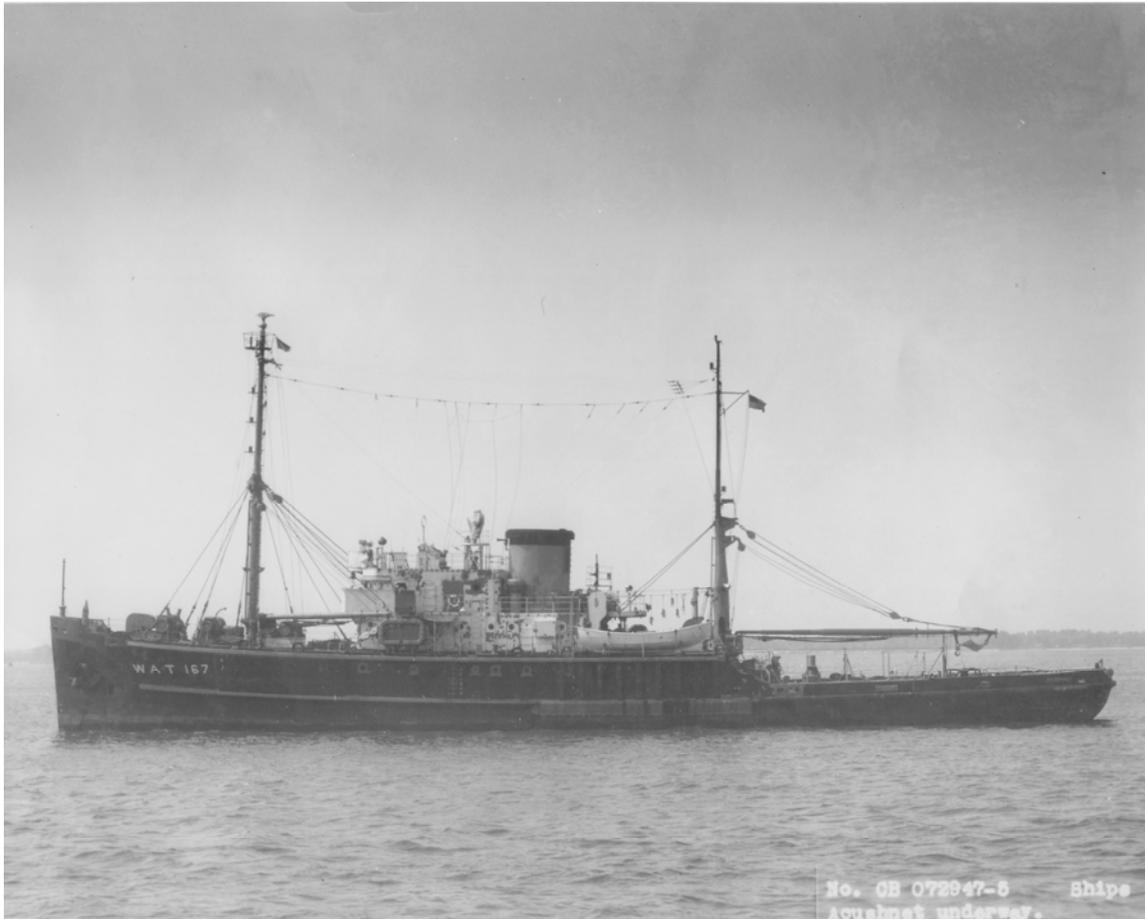
Appendix B

Past U.S. Coast Guard Commanding Officers

1946 – 1949 CDR F.K. Johnson	1979 – 1981 CDR Gary C. Nelson
1950 – 1952 CDR John M. Joseph	1981 – 1983 CDR Anthony R. Carbone
1952 – 1955 CDR N.D. Maclellan	1983 – 1985 CDR Charles S. Park
1955 – 1957 LCDR Paul A. Lutz	1985 – 1987 CDR Douglas D. Lundberg
1957 – 1959 LCDR Harold F. Lynch	1987 – 1989 CDR William H. McDonough
1959 – 1961 CDR Albert A. Heckman	1989 – 1991 CDR John G. Calhoun
1961 – 1963 CDR Neal O. Westfall	1991 – 1993 CDR Thomas D. Yearout
1963 – 1965 CDR B.E. Kolkhorst	1993 – 1995 CDR George A. Capacci
1965 – 1966 CDR Norman P. Ensrud	1995 – 1997 CDR Lance W. Carpenter
1966 – 1969 CDR Richard J. Knapp	1997 – 1999 CDR Lawrence C. Vose
1969 – 1971 CDR Arther G. Morrison	1999 – 2001 CDR Richard J. Preston
1971 – 1973 CDR Donald D. Garnett	2001 – 2003 CAPT Michael D. Inman
1973 – 1975 CDR William M. Flaners	2003 – 2005 CAPT Paul E. Wiedenhoef
1975 – 1977 CDR Charles W. Busby	2005 – 2007 CDR Marc D. Stegman
1977- 1979 CDR Alan C. Peck	

Appendix C

Historic Photographs



An early photograph of the Acushnet, 9 September 1947.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



Bow view of the *Acushnet* in dry dock, 27 August 1948.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* in dry dock - starboard quarter, 27 August 1948.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* in dry dock - port beam, 27 August 1948.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



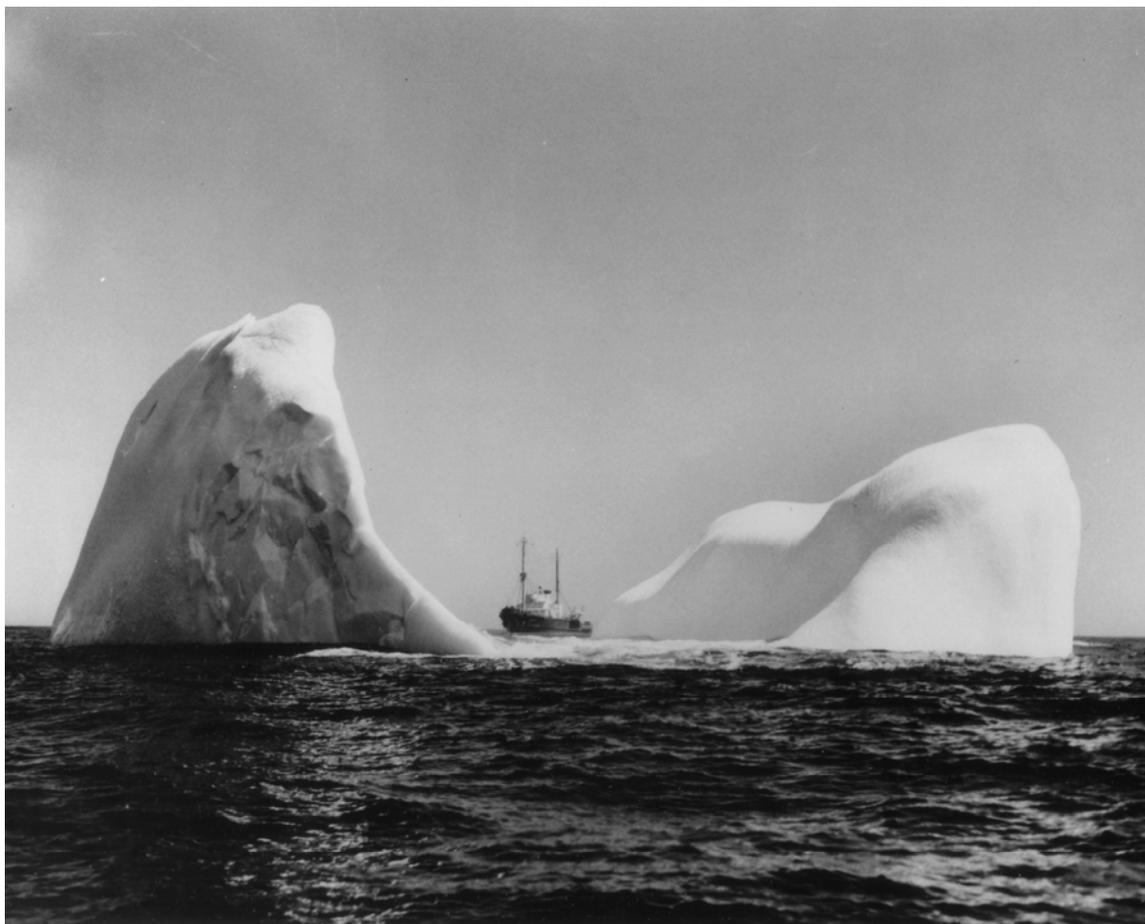
The *Acushnet* in dry dock - forward starboard beam, 27 August 1948.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* in dry dock - starboard quarter, 27 August 1948.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* in dry dock - dead astern, 27 August 1948.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* on ice patrol in the northern Atlantic, February 1951.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* after a change in color - from black to white hull. Additionally, the circled items represent features that were removed, November 1958.

Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* attempting to rescue the cutter *General Greene*, March 1960.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* after being remodeled, 12 January 1961.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The *Acushnet* rescuing the crew from the dredge *Cartagena*, 25 December 1961.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



Acushnet's crew offloading illegal narcotics from the interdicted vessel *Stormy Weather*, 1989. The marijuana and hashish oil was valued at \$1.5 million.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The crew of the *Acushnet* securing narcotics from the scuttled vessel *Makkula*, July 1991.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The vessel *Makkula* sinking, July 1991.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



The last remaining view of the scuttled vessel *Makkula*, July 1991.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC



Narcotics recovered from the vessel *Makkula* before her sinking, July 1991.
Acushnet Cutter File. U.S. Coast Guard Historian's Office, Washington, DC

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ADDENDUM TO:
USS SHACKLE, ARS 9
(U.S. Coast Guard Cutter ACUSHNET)
(WMEC 167)
(WAGO-167)
(WAT 167)
Ketchikan vicinity
Ketchikan Gateway Borough
Alaska

HAER AK-49
HAER AK-49

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