NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

NATIONAL HISTORIC LANDMARK NOMINATIO
War in the Pacific Ship Study

Federal Agency Nomination

B-4200

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name U.S.C.G.C. Taney (WHEC-37)

other names/site number U.S.C.G.C. Roger B. Taney (WPG-37), 1936-37; Taney (WPG-37), 1937-44; Taney (WAGC-37), 1944-46

2. Location (present)

street & number 1101 Key Highway (former Bethlehem Steel Co. Key Highway facility) ☐ not for publication

city, town Baltimore ☐ vicinity

state Maryland code 24 county Independent City code 510 zip code 21230

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☐ public-local	☐ district		sites
☐ public-State	☐ site		sites
☒ public-Federal (U.S. Coast Guard)	☒ structure	1	structures
	☐ object		objects
		1	Total

Name of related multiple property listing: None, but see Warships Associated with World War II in the Pacific National Historic Landmark Theme Study, Harry Butowsky, 1985.

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Signature of the Keeper — Date of Action

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6. Function or Use

Historic Functions (enter categories from instructions)

Defense: Coast Guard/Naval facility

Current Functions (enter categories from instructions)

Work in progress

7. Description

Architectural Classification (enter categories from instructions)

Other: Treasury Class Coast Guard Cutter

Materials (enter categories from instructions)

foundation

walls

roof

other Steel
Wood (fir) deck planking

Describe present and historic physical appearance.

U.S.C.G.C. Taney (WHEC-37) is a High Endurance Cutter of the Treasury (or Secretary, or Bibb, or 327-Foot) Class, currently berthed at the former Bethlehem Steel Key Highway facility in Baltimore, Maryland, prior to its permanent display as a U.S. Coast Guard historic ship museum in the planned new facility of the Baltimore Maritime Museum, a major attraction of the city's redeveloped Inner Harbor. One of four sister ships built simultaneously in one drydock at the Philadelphia Naval Shipyard in 1935-36,[1] Taney was commissioned on October 24, 1936, as Roger B. Taney (WPG-37) of the seven-ship class which were named for Secretaries of the Treasury. Her sister ships were George M. Bibb, George W. Campbell, William J. Duane, Alexander Hamilton, Samuel D. Ingham, and John C. Spencer. Ingham, which was still in active service as of December 1987, is the only surviving member of the class.[2] The Treasury Class, costing $2,468,460 each, comprised the largest and most heavily armed Coast Guard warships until the delivery of their successors, the twelve-ship, 378-foot Hamilton Class, beginning in 1967.

General Characteristics (Taney)[3]

Hull:
Displacement (tons): 2,350 (1936); 2,750 full load (1945); 2,700 (1986)
Length: 327' overall; 308' waterline
Beam: 41'2" maximum
Draft: 12'6" mean (1936, 1986); 15' maximum (1945)
Machinery:
Main Engines: 2 Westinghouse double-reduction geared turbines
Main Boilers: 2 Babcock & Wilcox sectional express, air-encased, 400 psi, 200°F superheat
Standard Horsepower: 5,250 (1936); 6,200 (1945)
Propellers: Twin 3 blades
Performance:
Maximum Speed: 19.5 knots (1945); 20 knots (1986)
Cruising Range: 8,270 nautical miles
Logistics:
Fuel Oil Capacity: 136,520 gallons; 135,800 gallons (1986)
Complement: 12 officers, 4 warrant officers, 107 enlisted (1936)
16 officers, 5 warrant officers, 200 enlisted (1941)
24 officers, 2 warrant officers, 226 enlisted (1945)
12 officers/warrant officers, 117 enlisted (1986)
Armament:
Guns: 2 5"/51 cal. (single), 2 6-pounder, 1 1-pounder (1936)
2 5"/51 (single), 4 3"/50 (single) (1940)
4 5"/38 (single turrets), 4 20mm/80 (single) (1944)
2 5"/38 (single turrets), 6 40mm/60 (twin), 4 20mm/80 (single) (1945)
1 5"/38 (single turret), 2 40mm/60 (twin)-later deleted in favor of 2 50 cal. machine guns (single)
X See continuation sheet
Antisubmarine Warfare (ASW): Beginning in early 1940s, Y-guns and depth-charge racks, later deleted in favor of antisubmarine projectiles ("hedgehog") and 4 Mark 44 torpedoes in 2 Mark 32 launchers

Aircraft: Grumman JF-1 (1937-41)

The armament of the Treasury Class varied during World War II. All except Taney were re-armed with 2 or 3 5"/38 cal. guns in open mounts, and various combinations of 40 and 20mm antiaircraft guns, plus depth charges. During her service in the European Theater, Taney was outfitted with a unique experimental main armament of 4 5"/38 guns in single turrets, giving her a distinct destroyer-like appearance (except for torpedo tubes), "an arrangement which proved unsuccessful."[4]

Possessing a remarkable degree of integrity, especially with regard to interior configuration and original propulsion machinery, Taney today very closely resembles the typical large Coast Guard cutter of the late 1930s-early 1940s, the main exception being her armament: a single 5" bow turret in place of the array of guns in open mounts. Of course Taney was subject to modifications of varying degee during her half century of active service, including conversions during and just after World War II. These changes were significant episodes in the history of her class, and do not adversely affect her present degree of integrity. Study of post-World War II photographs of Taney shows that ongoing modifications to the superstructure, deckhouses, masts, and armament were usually subtle, reflecting the evolution of electronic equipment and mission requirements. Briefly in the 1970s, a large spherical storm warning radome was mounted above the bridge, similar to that on some contemporary French and Dutch naval vessels.[5]

Within the ship, overall impression is unquestionably one of a high degree of integrity. Interior spaces are intact, complete with all of the equipment in use at the time of decommissioning (except that state-of-the-art cryptographic equipment was replaced with earlier models), and above all, the original main propulsion machinery is intact. Electrical circuitry is maintained, and electronic equipment is or will be fully functional. Fascinating details of fifty years of service include the original red, white, and blue-pointed ship's mailbox mounted on a bulkhead, a leather mailbag, the last captain's hard-hat, a full complement of medical books and (emptied) medicine containers in the dispensary, and a scrapbook containing copies of the ship's thermofaxed newsletter, "The Taney Tattler," and contemporary newspaper clippings and other souvenirs of Taney's March 1938 "colonization" voyage. Affixed to interior spaces are small plaques listing names of the last crew members of respective departments. A striking feature representative of a contemporary lighthearted approach to crew morale is the colorful pop art paint scheme in the engine room, where, for instance, a large emergency escape shaft is painted to look like giant soda pop cans. The result is a pleasing representation of life aboard a Coast Guard ship from 1936 to 1986.

Modifications for Taney's role as a museum ship are minimal. They include viewing windows cut into some doors, and a wide blue deck stripe which visitors will follow on their tour of the ship. Maintenance is of a very high standard, comparable to that given to the other vessels administered by the Baltimore Maritime Museum: U.S.S. Torsk (SS-423), a National Historic Landmark (under the Warships Associated with World War II in the Pacific Theme), and Lightship Chesapeake, a unit of the National Park System formerly displayed in Washington, D.C.

Recapitulation of the aspects of Taney's integrity:

1. Location: no direct association with Maryland or Baltimore; indirect association lies in the ship's name, that of a eminent native of Maryland and resident of Baltimore.

2. Design: retains topside design integrity despite ongoing modifications to deckhouses, superstructure, masts, armament, and electronic equipment; internal design integrity is totally intact.

3. Setting: maintained in the water.

4. Materials: the physical elements that were combined in Taney's historic design and construction have been maintained, except for such minor changes as viewing windows cut into some interior doors.

5. Workmanship: materials are renewed in-kind.

6. Feeling: Taney indeed evokes its historic qualities; its significant physical characteristics -- such as hull and propulsion machinery -- remain, or have been renewed -- such as the deck configuration, and the traditional Coast Guard paint scheme for ocean-going ships other than buoy tenders: white with a black-over-buff funnel, along with the modern "COAST GUARD" side lettering, official seal, and oblique blue and orange recognition striping. (During World War II Taney was painted uncamouflaged grey.)[6]

7. Association: as a ship which was on active duty to 1986, Taney's presence in Baltimore's Inner Harbor constitutes both a period and accurate waterfront setting.

Footnotes:

1. See construction photograph reproduced in the U.S. Coast Guard Calendar for 1985, published by the U. S. Naval Institute, Annapolis, Md.

2. Roger Brooke Taney (1777-1864), served (1831-64) as Attorney General, Acting Secretary of War, Secretary of the Treasury, and Chief Justice of the United States. Born on a tobacco plantation in Calvert County, he moved to Frederick in 1801, and to Baltimore in 1823, where he was a prominent member of the bar. One of President Andrew Jackson's chief advisers during the "Bank War," he succeeded John Marshall as Chief Justice in 1836. He was married to Anne Key, sister of Francis Scott Key, author of "The Star Spangled Banner." As a distinguished Marylander, it is fitting that Taney's namesake ship will be permanently displayed in the "Old Line State."

The Treasury Class bore the full names of their namesakes only briefly. In May-June 1937 names were shortened to surnames only. Alexander Hamilton resumed her full name only two weeks before being lost in action in January 1942. See Robert L. Scheina, U.S. Coast Guard Cutters & Craft of World War II (Annapolis, Md.: Naval Institute Press, 1982), pp. 13-14.

3. 1936-45 characteristics from Scheina, Cutters, p. 13; later figures from various sources.

4. Ibid., and see photographs and sketches, pp. 15-20 (Taney, 19); the quotation is from Paul H. Silverstone, U S Warships of World War II (London: Ian Allan Ltd., 1965), p. 370; and see Historic Photograph No. 2.

5. Compare Photographs Nos. 3-6 with Historic Photograph No. 1.

6. For Taney in grey paint, see Historic Photograph No. 2; the current Coast Guard paint scheme is illustrated in Photographs No. 5-6.

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8. Statement of Significance

Certifying official has considered significance of this property in relation to other properties:
[x] nationally [ ] statewide [ ] locally

Applicable National Register Criteria [ ] A [ ] B [ ] C [ ] D National Historic Landmark Criteria 1 and 4

National Historic Landmark Criteria Considerations (Exceptions) [ ] A [ ] B [ ] C [ ] D [ ] E [ ] F [ ] G No. 8

Areas of Significance (enter categories from instructions)
VIII-B: World War II, War in the Pacific
VIII-A: World War II, War in Europe, Africa, and the Atlantic

Period of Significance: 1936-1986

Significant Dates: 1941-1945

Cultural Affiliation: N/A

Significant Person: None

Architect/Builder: U.S. Coast Guard/Philadelphia Naval Shipyard

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

U.S.C.G.C. Taney (WHEC-37) is of National Significance as (1) the last surviving warship which was present (and fought) at the Japanese attack on Pearl Harbor, Hawaii, December 7, 1941; and as (2) an outstanding example retaining a remarkable degree of integrity of the U.S. Coast Guard's premier class of mid-twentieth century cutters, for fifty years performing virtually all of the ocean-going duties of that proud member of the U.S. Armed Forces.

The Treasury Class cutters were very large patrol gunboats (hence the "PG" in their original designation, preceded by the Coast Guard's "W" designator.) Also called "Cruising Cutters," this class represented the ultimate development of the pre-World War II patrol gunboat: a large, powerful warship designed to provide maritime law enforcement, search and rescue services, and communication and weather services on the high seas. Their search and rescue capabilities were augmented by an aircraft, which was lowered into the water by crane, since no catapult was provided. Bigger than contemporary U. S. Navy destroyers (the World War I "Flush Deck" class and several pre-World War II classes), the Treasury Class cutters also had a substantial wartime naval role in the conflicts of the mid-twentieth century. They served variously as convoy escorts, amphibious force flagships, shore bombardment vessels, and maritime patrol ships in World War II, the Korean War, the Cuban Missle Crisis, the Berlin Crisis, and the Vietnam War. Specialized law enforcement duties included fisheries patrol, interception of refugees, and interdiction of illegal drugs. Another specialized task was officer training. Taney was an exemplary member of her class, serving in virtually all of these roles from 1936 to 1986.

After commissioning in 1936, Taney was assigned to Honolulu, Hawaii.[1] While based there she played a key role in the little-known story of the United States' last colonization effort, the establishment of Pan American World Airways' seaplane bases in the Pacific. Under the direction of the Department of the Interior, Taney sailed to Enderbury and Canton Islands, just south of the Equator, southwest of the Hawaiian Islands, in March 1938, to land a handful of Hawaiian "colonists." Their task was to establish and maintain bases for the Pan American Martin M-130s which were to link the United States with French New Caledonia and New Zealand.[2]

After the outbreak of World War II in Europe all of the Treasury Class except Taney were transferred from the Caribbean and Pacific to the Atlantic to patrol the Grand Banks. Taney remained stationed at Honolulu to keep track of increasing Japanese fishing and intelligence gathering in the North Pacific.[3]

[x] See continuation sheet

Taney's first major overhaul was at Pearl Harbor Naval Shipyard in December 1940, followed by another overhaul at Mare Island Naval Shipyard in the spring of 1941. During one or both of these overhauls, the original armament was changed, the antiquated six-pounder and one-pounder guns being replaced with modern three-inch antiaircraft guns, and depth charge equipment was installed. Soon these weapons would be put to combat use.

Taney's premier claim to fame, but by no means her only qualification for National Historic Landmark status, is that she was the last surviving warship to have been present at the Japanese attack on Pearl Harbor, December 7, 1941. Taney was berthed at Pier Six in Honolulu Harbor when the attack began at about 7:55 A.M. General quarters was sounded, and officers not on board were ordered to return to the ship. Within four minutes all guns were ready to fire, and Taney was soon ready to get underway. Without orders from higher authority Taney began firing at Japanese planes passing over the harbor at high altitude, using her new three-inch guns. A second and third group of planes drew Taney's fire, the latter a formation of five which flew in over the harbor entrance, probably to bomb the power plant. This group was close enough so that 50-caliber machine guns were used as well as the three-inchers. The planes swerved up and away.[4]

The next morning Taney began patrolling off the entrance to Honolulu Harbor. Between the 8th and 14th seven sound contacts were made, and at least three depth charge attacks took place. The most notable was on the 10th, which produced an oil slick. This alone did not prove that an enemy submarine had been hit, and Taney did not receive credit for a sinking. Shortly after the outbreak of hostilities, Taney's Grumman JF-1 was transferred to the Navy In January there were two more six-day patrol cruises, which included three more depth charge attacks. The attack on the 17th produced a periscope "feathering," but again, no definitive results.[5]

The final chapter of the "colonization" story began on January 22, when Taney and U.S.S. Perry (DD-340/DMS-17), escorted S.S. Barbara Olson from Honolulu to Canton Island. On the 29th Taney made a depth charge attack with unknown results. The ships reached Canton Island the next day. Taney patrolled until February 7, and sent a working party to assist in unloading the merchantman. The miniature convoy proceeded to Enderbury Island, where Taney assisted in landing operations. The American flag was hauled down, the four Department of the Interior "colonists" embarked, and then Taney destroyed buildings on the island with gunfire. Reaching Jarvis Island on the 10th, the sad procedure was repeated. Again the U. S. flag was taken down, all buildings and equipment were burned, and the four colonists embarked for Honolulu. Taney and Barbara Olson moored in Palmyra Island Harbor on the 12th. From the 15th until the 25th Taney patrolled off Canton Island. She returned to Honolulu on March 5. The United States' last colonization effort on earth was history.[6]

From March 19 to April 18 Taney patrolled off Pearl Harbor and Honolulu Harbor on six-day cruises. A major technological advance began on the 18th when the Force Commander's stateroom was converted into a radar room. Work on the radar and depth charge projector installations continued through the month as crew members attended radar school ashore. Taney was now ready for modern warfare. But for almost two more years there was to be no combat action for Taney, which continued operations under Commander, SeaForce, Hawaiian Frontier, along with the 125-foot cutters Reliance (WGC-150), and Tiger (WGC-152).[7]

In early 1944 Taney assumed a new role, that of ocean convoy escort, belatedly joining sister ships Bibb (WPG-31), Campbell (WPG-32), Duane (WPG-33), Ingham (WPG-35), and Spencer (WPG-36). (Alexander Hamilton (WPG-34) was lost off Iceland on January 29, 1942, suffering twenty-six dead.) It was in this role that the Treasury Class achieved its greatest collective fame, particularly in the Battle of the North Atlantic: "The Secretary Class cutters -- built primarily not to strike a blow at an enemy but to be able to live through all foul conditions at sea -- were tough and could be kept going in the rough Northern waters. And there was no rest for them." A Navy officer observed, "They are considerably more roomy, so that they can carry a large number of survivors. They are better sea boats than destroyers, and lend themselves better to boat operations and rescues. In connection with picking up people, their hospital accommodations are superior to those of destroyers."[8]

The Treasury Class cutters were among the many types of ships from many Allied navies who collectively won the Battle of the North Atlantic. On December 15, 1942, Ingham sank U-626; on February 22, 1943, Campbell and the Polish destroyer Burza rammed and sunk U-606; and on April 17, 1943, Duane and Spencer sank U-175.[9]

From Honolulu, Taney sailed to the Boston Naval Shipyard, where, from March 14-29, 1944, combat information centers (CIC) were installed. From Hampton Roads, Virginia, she sailed on April 3 as flagship of Task Force 66 (TF-66), escorting convoy UGS-38, bound for the Mediterranean. UGS-38 was composed of 85 merchant ships, 2 U.S. Navy tankers, Duane, and 24 small craft -- 10 LCI(L) and 14 YMS. The Atlantic crossing was uneventful. The "Med" was to be another matter.[10]

Since mid-1943 there had been two types of convoys from the United States to the Mediterranean. "Fast convoys" composed of transports and tankers, designated "UGF" outbound and "GUF" homebound, sailed from or to New York or Norfolk at 25-day intervals from May to September, 1943, and at 27-day intervals from Norfolk from May 1944 until the end of the war in Europe. The fast convoys suffered no losses. "Slow convoys" were designated "UGS" outbound and "GUS" homebound; they sailed at 10-day intervals from Norfolk beginning in July 1943. The large UGS convoys were the "principal means of supplying Allied armies in the Italian campaign, of building up for the invasion of Southern France, and of carrying matérial to India and Russia."

Until March 1944, American ocean escort groups had been relieved at Gibraltar by other escort groups which took the UGS convoys to their Mediterranean destinations. The relieving ships were mostly British, but American ships were included. This procedure changed just as Taney arrived on the scene. Starting with UGS-36, which passed Gibraltar on March 30, the U.S. escort groups continued with their convoys to Bizerte, Tunisia, before being relieved. There was an advantage to not changing escorts at a time when the German Air Force -- the Luftwaffe -- was extremely active in the western Mediterranean. Also, more American escorts were available by this time, and Royal Navy ships were needed elsewhere.[11]

Beginning in April, the Luftwaffe air offensive grew in intensity. To Reichsmarshall Herman Goering, commander of the Luftwaffe, "destruction or diminution of" the UGS "convoys was of such vital importance that" he "used all resources that he could spare from the Italian and Russian fronts and all the tactical ingenuity he could muster. These efforts long persisted, despite heavy losses and lack of success." About 140 German planes based in France were used in the attacks, which, because of recent improvement in Allied

antiaircraft fire, occurred only at night or in twilight. The Germans were well aware of the approach of Allied convoys. In order to avoid minefields in their approach to Gibraltar, convoys had to pass the Strait in daylight, and their progress could be seen by Axis coast watchers. Beginning at Alborán Island, north of Mellila, Spanish Morocco, long-range German planes tracked each convoy, reporting its course, speed, and strength.

The very elaborate tactics used by the Luftwaffe to attack the convoys were to be countered by providing each convoy with a sufficient number of escort vessels well trained in anti-aircraft fire, with their main batteries under radar control and firing proximity-fused shells, and by providing both the escorts and the merchantmen with smoke-pots which produced a dense white chemical smoke. Reinforcing the ocean escort were at least one Allied antiaircraft cruiser and one American destroyer. In addition, radar installations on the Algerian coast could track approaching German planes, and Allied aircraft (Bristol Beaufighters, with British, American, and French crews), were vectored to intercept the attacking bombers. As a result of these defensive measures, convoys UGS-36 and -37 suffered only one ship each damaged by single aerial torpedoes.[12]

But a far different fate awaited UGS-38, which entered the Mediterranean on April 16. Commander William H. Duvall in Taney headed an escort group of 12 destroyer escorts (DE), reinforced by a Dutch antiaircraft cruiser, HNMS Heemskerck, U.S.S. Landsdale (DD-426), and 2 fast minesweepers, U.S.S. Speed (AM-116), and U.S.S. Sustain (AM-119). Shortly after sunset on the 20th, UGS-38 was attacked 3 miles off Cape Bengut (42 miles east of Algiers), the notorious "Torpedo Junction" for UGS convoys. At the time of the attack, UGS-38 was deployed in 10 columns with 3 British submarines which had joined it at Gibraltar in column on the port beam. Because the convoy was close to land on the starboard side several escort ships were not in position. Some escorts, Taney included, were victimized by radar jamming.

The first wave of 9 Junkers JU-88 torpedo planes damaged 3 merchantmen and sank S.S. Paul Hamilton, which was transporting U.S. Army Air Force personnel and high explosives. The ship was blown to bits, all 580 aboard killed. The second wave of 7 JU-88s sank another merchant ship, and damaged one. Taney reported torpedo wakes close by, but was not hit. The third wave of 5 Heinkel 111s torpedoed Landsdale, which quickly sank, killing 47 men. Taney and the other escorts fired at the attackers, with limited success, a few German planes being shot down or damaged. One merchantman sank the next day, but the other damaged ships reached Algiers. On the 22nd the convoy escort was relieved off Bizerte. Rear Admiral Samuel Eliot Morison's official U.S. Naval history succinctly states that, "This attack on UGS-38 marked high water for the Luftwaffe in the history of Mediterranean convoys."[13]

On May 1 Taney left Bizerte in escort of GUS-38, which was victimized by German submarines, just before their withdrawal from the Mediterranean. Two escorts were torpedoed, but revenge was exacted when U-371 was sunk on May 4. Taney reached New York on May 21. On June 12 Taney, as convoy guide, led UGS-45 out of Hampton Roads, reaching Bizerte on July 1, after an uneventful voyage. On the 10th GUS-45 departed Bizerte. On several occasions Taney provided medical treatment for patients from the other ships in the convoy, which reached New York on the 20th. In August Taney trained at Casco Bay, Maine, and then led UGS-52 from Hampton Roads to Bizerte, arriving September 11. This trip was also uneventful,

as was the return voyage of GUS-52, which reached New York on October 6. By August the German airbases in the South of France were under heavy Allied air attacks in preparation for the August 15 landings -- Operation ANVIL, where Duane was flagship for 8th Amphibious Force and 3rd Infantry Division, in her new role as an Amphibious Force Flagship (AGC). After the invasion the Luftwaffe could no longer attack Mediterranean convoys. The Battle of the Mediterranean had been won; German submarines and torpedo bombers were gone.[14]

For the rest of the war, the Treasury Class would serve as AGCs. Duane was first to be converted, in early 1944, followed by Spencer in mid-year, then Ingham, Taney, Bibb, and finally in early 1945, Campbell. In this mode, the Treasury Class' command and control capabilities were greatly improved by the fitting of 35 radio receivers and 25 transmitters. Additional masts were added, and the superstructure expanded. Armament, particularly 40mm and 20mm antiaircraft guns, was put in its final wartime configuration. Taney's main battery was reduced to 2 5-inch guns. The complement swelled to about 250, double the original figure of 1936. Taney's conversion occurred at the Boston Naval Shipyard, October 10, 1944, to January 19, 1945.[15] Now it was back to the Pacific to do her part in achieving victory over Japan.

On February 22, 1945, Taney arrived at Pearl Harbor, reporting to Rear Admiral Calvin Cobb, U.S.N., prospective Commanding Officer, Naval Forces, Ryukyus (CTG 99.1). Sailing with Cobb aboard, Taney proceeded with Task Force 51.8 to the Hagushi Landing Beaches, Okinawa, arriving during air alerts on April 11. There, Operation ICEBERG, the invasion of the Ryukyu Islands, had begun on April 1. (Also present at Okinawa, April 23 to August, was Bibb, flagship for Task Group 52.2, Commander Mine Flotilla.) Taney's role was to conduct combat information center duties, maintaining a complete radar and air coverage, receiving and evaluating information on all enemy and allied activities, and issuing orders by visual and electronic means. She also provided medical treatment to casualties from other ships. Taney's position, exposed to air attack from the north, resulted in her experiencing a disproportionate share of combat action. Other threats included suicide boats and midget submarines, and on one occasion Taney was shelled by shore batteries.[16] The greatest enemy threat was Operation TEN-GO, the massed air attack on the American amphibious forces, both by kamikaze suicide planes and conventional bombers.[17] Still another hazard were the great Pacific typhoons which wreaked havoc on the U.S. ships.

Taney's initiation into the horrors of the Okinawa Campaign was immediate. On April 12 she shot down a "Betty" bomber which crossed her bow. In the first 45 days on station, Taney was called to general quarters 119 times, with the crew being kept at battle stations up to 9 hours at a time. During that 45-day period, Taney was credited with downing 4 kamikazes, and scoring many assists. On June 26 a Japanese floatplane flew low over Taney and circled the ship, but was shot down by naval gunfire and shore batteries. On July 22 a ship near Taney was bombed. Hostilities continued even after VJ-Day (August 15), when Taney supported fellow Pearl Harbor survivor Pennsylvania (BB-38) as three planes attacked.[18]

On August 29 Admiral Cobb departed, and on September 9, Taney sailed for Wakayama, Japan, sending a working party ashore on the 12th. On the 17th Taney survived another typhoon, and was one of the few ships in the anchorage which stayed in their berths. Her service in the Occupation of Japan completed, Taney left Wakayama on October 14, reaching San Francisco on the 29th, having contributed to victory in the Mediterranean, Atlantic, and Pacific.[19]

Along with her sisters, Taney was reconverted after the war to cutter configuration. Her conversion was at Charleston, South Carolina, Naval Shipyard, beginning November 29, 1945. Taney's main armament was reduced to the forward 5-inch gun turret; the secondary battery was the twin 40mm mounted behind the turret. In later years, the 40mm guns were removed and single 50-caliber machine guns installed. Antisubmarine weapons mounted at various times after World War II included "hedgehog" and torpedoes. [20]

In April 1946 Taney reported to her new home port in San Francisco Bay, Alameda, where, until her departure in 1972, she was the only Treasury Class cutter based on the West Coast. The primary mission of the class through the mid-1970s was to serve as Ocean Station vessels -- weather ships. An Ocean Station was a 210-square-mile of ocean far from land, where a cutter spent three weeks cruising plus a week in transit. There the Treasury Class ships supplied essential weather and navigation information for the rapidly expanding international air routes. Taney alternated between Ocean Stations November and Victor in the Pacific, and from 1972-77 served on similar duty in the Atlantic while home-ported at Norfolk. She was the primary vessel assigned to Ocean Station Hotel off the New Jersey coast from 1973-77. During this period, Taney mounted a large, spherical radome above the bridge, housing storm search radar. By 1977 weather satellites and improved aerial navigation systems made the Ocean Station program unnecessary, and on September 30, Taney closed out the last manned U.S. station, ending almost four decades of Coast Guard participation in this tedious, but vital duty.[21]

Taney and her sisters, while on Ocean Station patrol, were of course assigned to search and rescue missions. They also participated in military readiness training with the Navy, conducted fishery patrols and training cruises (for U.S. Coast Guard Academy Cadets and Reserve Officer Candidates), and interdicted drug smuggling. Fishery patrols, a traditional Coast Guard activity, vastly increased in magnitude and responsibility, not to mention expense, with the passage of the Fisheries Conservation Management Act -- the "200-mile limit." Although the lack of spare parts for their aging machinery made them increasingly difficult to operate and maintain, there was no shortage of work for Taney and her sisters. It is ironic that her very last duty was one for which the class was designed, to counter narcotics smuggling. Originally the target was opium from Asia; later it would be heroin, marijuana, and cocaine. In her final years of active duty, Taney patrolled Caribbean passages, interdicting illegal drug traffic. In 1985 she seized a vessel which was towing a barge loaded with a record eighty tons of marijuana, valued at $140,000,000.[22]

But the traditional peacetime tasks of the Coast Guard were not the only ones performed by Taney after World War II. During the Korean War, 1950-53, she served in a support capacity, providing communications and weather services to the U.S. forces in Korea, as well as performing search and rescue duties on the air routes to Korea and in the Formosa Strait.

In April 1969 Taney was assigned to Coast Guard Squadron Three for a ten-month deployment to Operation MARKET TIME off the Vietnamese coast. MARKET TIME was the program to interdict the flow of enemy men and material to South Vietnam from the Communist North. During her tour of duty, while based at Subic Bay, Philippines, Taney steamed over 52,000 miles, inspecting over 1,000 vessels. As a shore bombardment ship she fired more than 3,400 five-inch shells at enemy positions. One such mission lasted five hours. Also, Taney's

medical staff treated almost 6,000 Vietnamese villagers. Her service was recognized by the Republic of Vietnam with the award of the Vietnamese Presidential Unit Citation. In February 1970, almost twenty-five years after she last saw combat at Okinawa, Taney returned to Alameda. "Queen of the Pacific," the unofficial flagship of the Coast Guard's Pacific Area commander, was home from her third Pacific war.[23]

A unique honor occurred on April 27, 1960, when Taney, as the senior U.S. ship present, hosted French President Charles de Gaulle on his tour of San Francisco Bay.

In 1976 Taney's home port was shifted a short distance from Norfolk to Portsmouth, Virginia. There, on December 7, 1986, after more than fifty years on active duty, Taney was decommissioned, appropriately on Pearl Harbor Day. Shortly before that event, she had ended her final cruise in Baltimore, where she was welcomed as a future museum ship, and memorial to her sisters (of which only Ingham, herself nearing the end of a distinguished career, survives), and all the ships of the U.S. Coast Guard.[24]

Her half century of wide-ranging service, most notably including Pearl Harbor, the vital Mediterranean convoys, the ultimate Pacific victory at Okinawa, the defense of South Vietnam, plus her long association with the technological advances of American civil aviation, meteorology, and communications, make U.S.C.G.C. Taney (WHEC-37) eminently qualified to be listed on the National Register of Historic Places and be designated a National Historic Landmark.

Taney was associated with events, both extraordinary and routine, which have made a significant contribution to the broad pattern of American history and the history of the Coast Guard; Taney embodies, with a remarkably high degree of integrity, the distinctive characteristics of a type, period, and method of construction of a distinguished, long-serving class of warship; and over a fifty-year period, Taney's exploits in her assigned duties represent the ocean-going responsibilities of the Coast Guard and its contributions to the American people and to the world.

Footnotes:

1. An envelope containing ten small photographs taken aboard Taney in 1936-37, including a view of the ship transiting the Panama Canal, comprises the Oscar C. Peterson collection, Box 4, U.S.C.G.C. Taney File, Office of the Coast Guard Historian, U.S.C.G. Headquarters, Washington, D.C., hereafter cited as Taney File, USCG HQ.

2. Irvine C. Gardner, "Crusoes of Canton Island: Life on a Tiny Pacific Atoll That Has Flashed Into World Importance," The National Geographic Magazine, June 1938, pp. 749-66; a scrapbook containing contemporary newspaper clippings relating to this endeavor is still on Taney; see also copies of the ship's thermofaxed newsletter, "The Taney Tattler," in the scrapbook and in Taney File, USCG HQ. Upon crossing the Equator, the traditional ceremony was held, during which the veteran Equator-crossers, the "shellbacks," initiated first timers, the despised "polliwogs," into the esteemed "Order of the Shellbacks." Two 1937 snapshots of this famous example of maritime folklore are included in the Peterson collection of photographs. Also in the Taney File, USCG HQ, is a scrapbook, "Taney South Pacific Cruise May 20 to June 20th 1939."

For more details of the establishment of Pan Am's seaplane bases, in a philatelic context, see Richard B. Graham, "Postal History: French Colonies in the South Pacific, 1941,"

Linn's Stamp News, August 31, 1987, pp. 24-25, and "Postal History: W W II in the Pacific The Line Islands," ibid., September 28, 1987, pp. 8-9; and John Woolford, "Gilbert & Ellice," Scott Stamp Monthly, January 1988, pp. 66-68.

3. "CGC Taney History Fact Sheet for Taney Shipmates Reunion 30 Oct 1987," p. 2, copy in Taney File, USCG HQ.

4. "Action Report, December 7-20, 1941, Com. L. B. Olsen to Commandant, Fourteenth Naval District, At Sea, Pacific Ocean, 22 Dec. 1941," and "USCGC Taney (WPG-37) History Data," p. Public Information Div., USCG HQ, copies in Taney File, USCG HQ.

5. "Taney History Data," pp. 1-2, 3.

6. Ibid., p. 2.

7. Ibid., p. 3, citing "History of Coast Guard 14th District." On November 1, 1941, President Franklin D. Roosevelt placed the Coast Guard under control of the Department of the Navy. Some personnel and cutters had been serving with the Navy since the spring of that year, Taney since July 1. See Howard V. L. Bloomfield, The Compact History of the United States Coast Guard The Military History of the United States, gen. ed., R. Ernest Dupuy (New York: Hawthorn Books, Inc., 1966), p. 169.

8. Bloomfield, Compact History, pp. 170, 173, 190-94 (quotation, 192); quotation of Capt. A. G. Shepard, U.S.N., in Scheina, Cutters, p. 14.

9. Scheina, Cutters, pp. 14-15; Arthur A. Aronson, "The Burza was a Destroyer," U. S. Naval Institute Proceedings, January 1958, Vol. 84, 18-30; and see Edwin P. Hoyt, The U-Boat Wars (New York: Arbor House, 1984), including Spencer, p. 177.

10. "Taney History Data," p. 3.

11. Samuel Eliot Morison, History of United States Naval Operations in World War II, 15 vols. (Boston: Little, Brown and Col, 1960-62), vol. X: The Atlantic Battle Won May 1943-May 1945 (1962), pp. 249-51, 264 (quotation).

12. Ibid., pp. 251, 264-67 (quotation, 264).

13. Ibid., pp. 251, 268 (quotation); "Taney History Data," pp. 3-5.

14. "Taney History Data," pp. 5-6; Morison, World War II, X, pp. 264, 273; Scheina, Cutters, p. 14.

15. Scheina, Cutters, p. 14; Silverstone, U S Warships, pp. 368-73; "Taney History Data," p. 6.

16. "Taney History Data," pp. 6-7; Scheina, Cutters, p. 14. For an overall account of the Okinawa naval campaign, see Morison, vol. XIV: Victory in the Pacific 1945, Part II. World War II

17. In addition to Morison, World War II, XIV, Part II, see Edwin P. Hoyt, The Kamikazes (New York: Arbor House, 1983), chaps. 24-26; and Denis Warner and Peggy Warner with Sadao Seno, The Sacred Warriors: Japan's Suicide Legions (New York: Van Nostrand Reinhold Co., 1982), chaps. 11-15, pp. 266-69, and Selected Bibliography, pp. 340-44.

18. "Taney History Data, pp. 7-8.

19. Ibid., p. 8. For snapshots of Taney's wartime service, see the large "Vern Toler" Collection, Taney File, USCG HQ.

20. "Taney History Data," p.8. For an extremely detailed inventory of Taney's characteristics, machinery, ordnance, and electronic equipment, see her Ship's Characteristics Card, Treasury Department, U.S. Coast Guard, September 21, 1966, copy in Taney File, USCG HQ.

21. "Taney History Fact Sheet," p. 5; "USCGC Taney (WHEC-37)," brochure, 198?, Portsmouth, Va., copy in Taney File, USCG HQ; Bloomfield, Compact History, pp. 28-83.

22. "Taney History Fact Sheet," p. 5; Decommissioning Ceremony Program, December 7, 1986, Portsmouth, Va., p. 13, copy in Taney File, USCG HQ.

23. "Taney History Fact Sheet," p. 5; Decommissioning Ceremony Program, p. 13.

9. Major Bibliographical References

B-4200

Books

1. Bloomfield, Howard V. L. The Compact History of the United States Coast Guard The Military History of the United States. Gen. Ed.: R. Ernest Dupuy. New York, Hawthorne Books, Inc., 1966

2. Gurney, Gene. The United States Coast Guard: A Pictorial History. New York, Crown Publishers, Inc., 1973.

3. Jane's Fighting Ships 1986-87. New York, Jane's Publishing Inc., 1986.

4. Morison, Samuel Eliot. History of United States Naval Operations in World War II, 15 vols. Boston, Little, Brown and Co., 1960-62. Vol. X: The Atlantic Battle Won May 1943-May 1945 (1962). Vol. XIV: Victory in the Pacific 1945 (1962).

5. Scheina, Robert L. U.S. Coast Guard Cutters & Craft of World War II. Annapolis, Md., Naval Institute Press, 1982.

6. Silverstone, Paul H. U S Warships of World War II. London, Ian Allan Ltd., 1965.

[X] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey #
- [ ] recorded by Historic American Engineering Record #

Primary location of additional data:

- [ ] State historic preservation office
- [ ] Other State agency
- [x] Federal agency U.S.C.G. Headquarters, Wash. D.C.
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository:

U.S.C.G. HQ: Office of the Coast Guard Historian. Also, Baltimore Maritime Museum

10. Geographical Data

Acreage of property ca. .33

Quadrangle Name Baltimore East Quadrangle Scale 1:24,000

UTM References

	Zone	Easting	Northing			Zone	Easting	Northing
A	18	361600	4349540	PRESENT	B			
C	18	361420	4349500	FUTURE	D			

[ ] See continuation sheet

Verbal Boundary Description

Commencing at the bow and extending along the extreme beam and length of Taney at her waterline, encompassing all of the ship (327 x 41 feet) outlined by her maximum or extreme beam and depth of hold.

[ ] See continuation sheet

Boundary Justification

The same boundary description as the above will be applicable also to Taney's future location in the redeveloped Baltimore Maritime Museum facilities. It currently applies to the ship's interim location at the former Bethlehem Steel Co. Key Highway Facility, 1101 Key Highway.

[ ] See continuation sheet

11. Form Prepared By

name/title Clifford I. Tobias, Ph.D./Regional Historian

organization National Park Service, Mid-Atlantic Region date January 29, 1988

street & number Room 251, U.S. Custom House telephone (215) 597-9970

city or town Philadelphia state Pennsylvania zip code 19106

Article

8. Gardner, Irvine C. "Crusoes of Canton Island: Life on a Tiny Pacific Atoll That Has Flashed Into World Importance," The National Geographic Magazine, June 1938, pp. 749-66.

Reports

9. Butowsky, Harry A. Warships Associated with World War II in the Pacific National Historic Landmark Theme Study. Department of the Interior, National Park Service, History Division, Washington, D.C., May 1985.

10. Louis B. Olsen. Action Report, December 7-20, 1941, to Commandant, Fourteenth Naval District, At Sea, Pacific Ocean, December 22, 1941. (Photocopy)

Miscellaneous

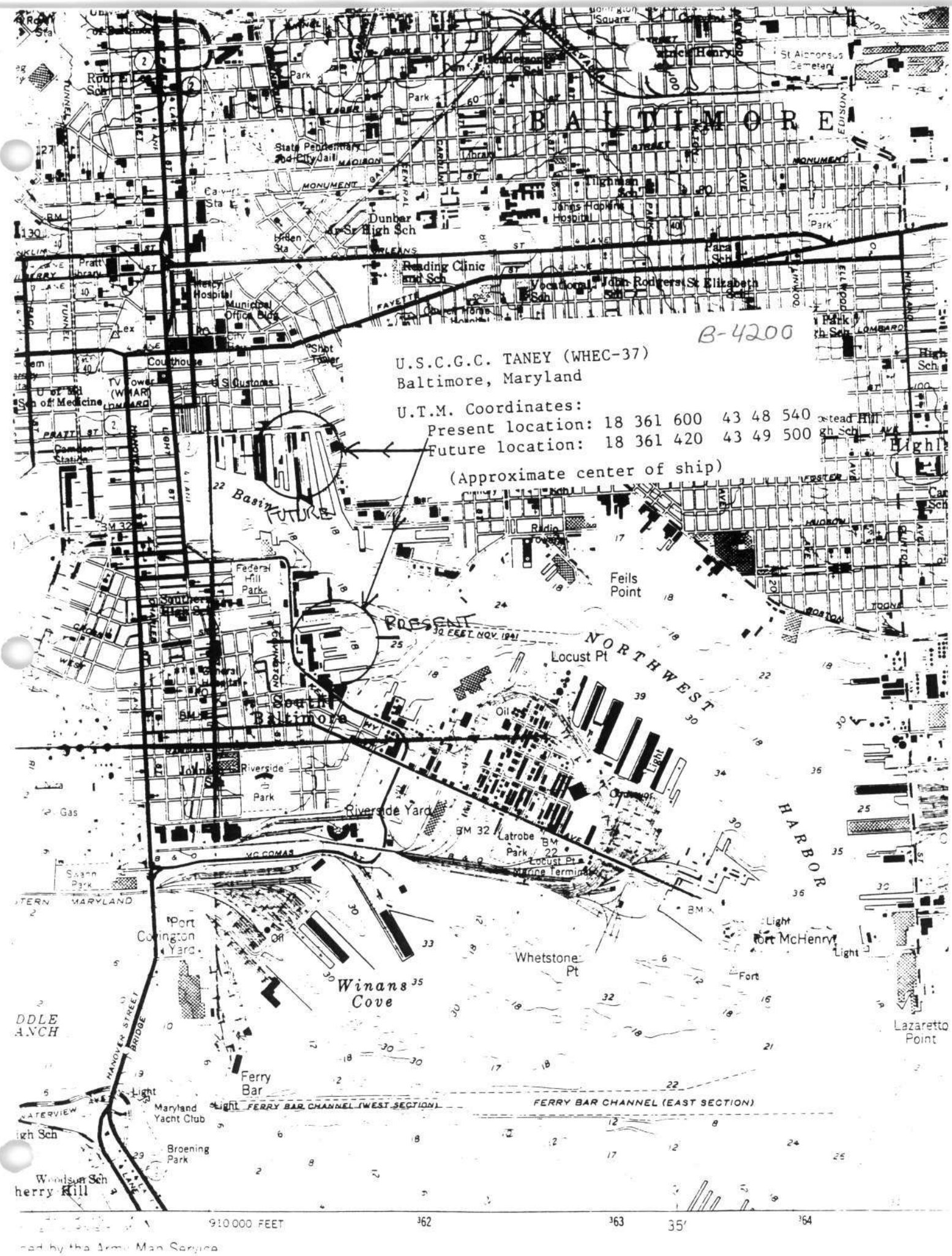
11. U.S.C.G.C. Taney File, Office of the Coast Guard Historian, U.S.C.G. Headquarters, Washington, D.C.

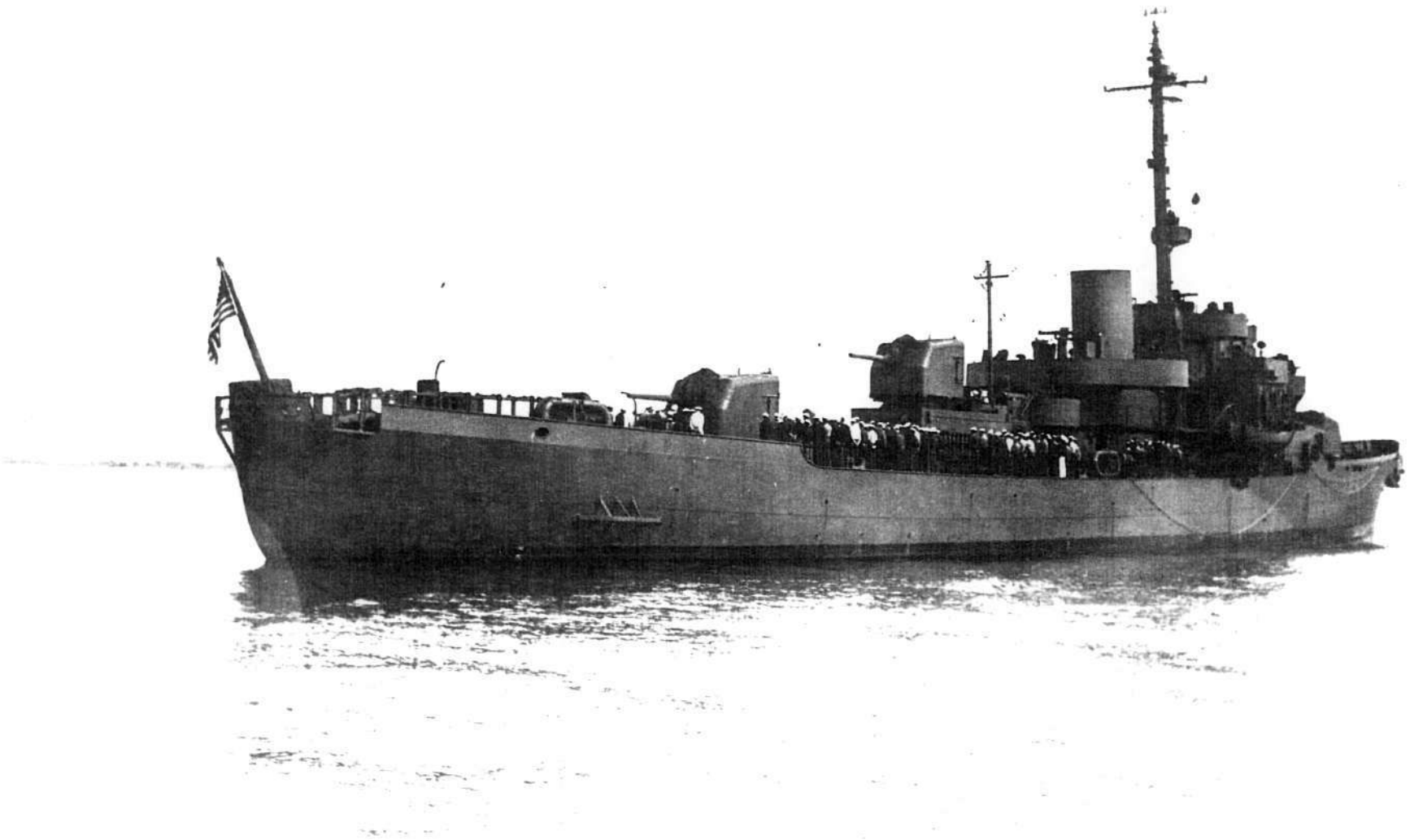
12. "U.S.C.G.C. Taney (WPG-37), History Data," Public Information Division, U.S.C.G. Headquarters, Washington, D.C.

13. U.S.C.G.C. Taney (WHEC-37), Decommissioning Ceremony Program, Portsmouth, Va., December 7, 1986.

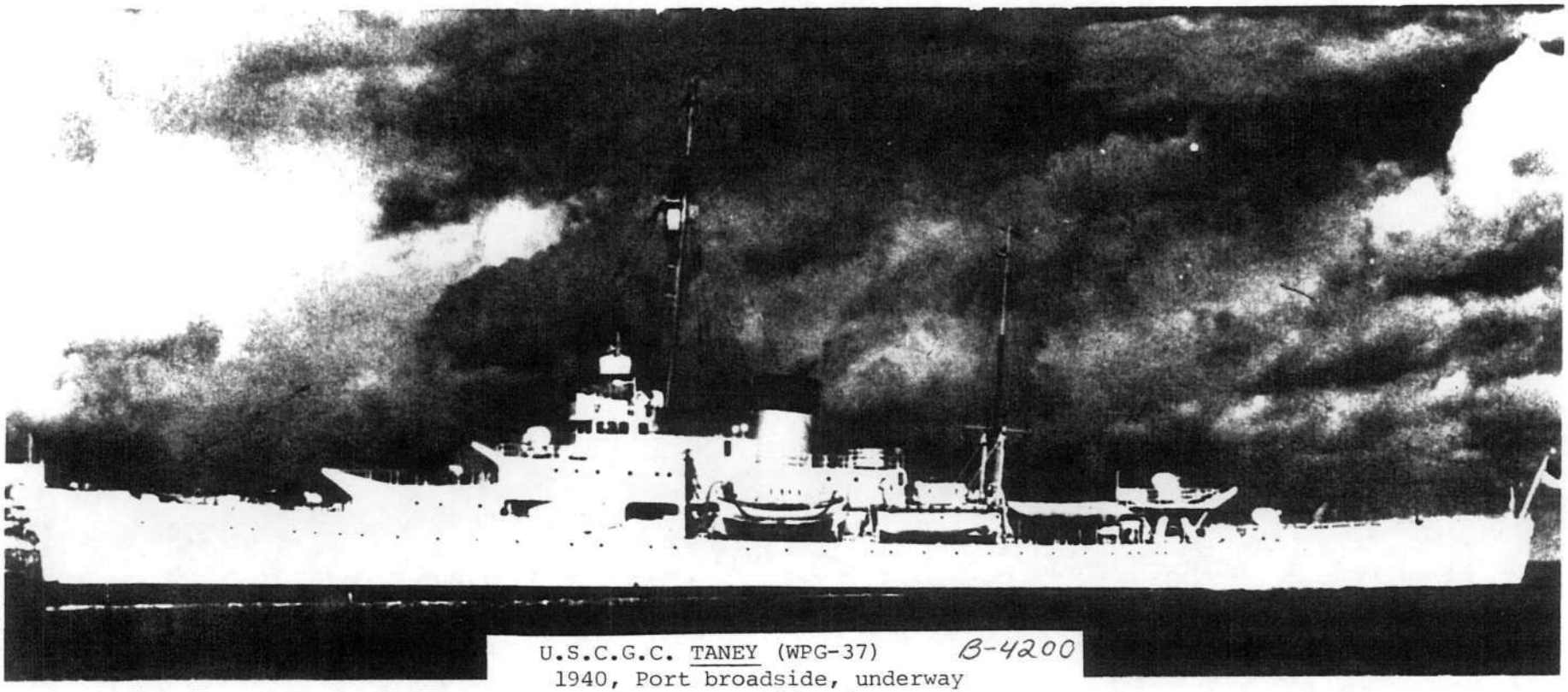
14. "CGC Taney History Fact Sheet for Taney Shipmates Reunion, 30 Oct 1987," Baltimore, Md.

15. U.S.C.G.C. Taney (WHEC-37), Ship's Characteristics Card, Treasury Department, U.S. Coast Guard, September 21, 1966.

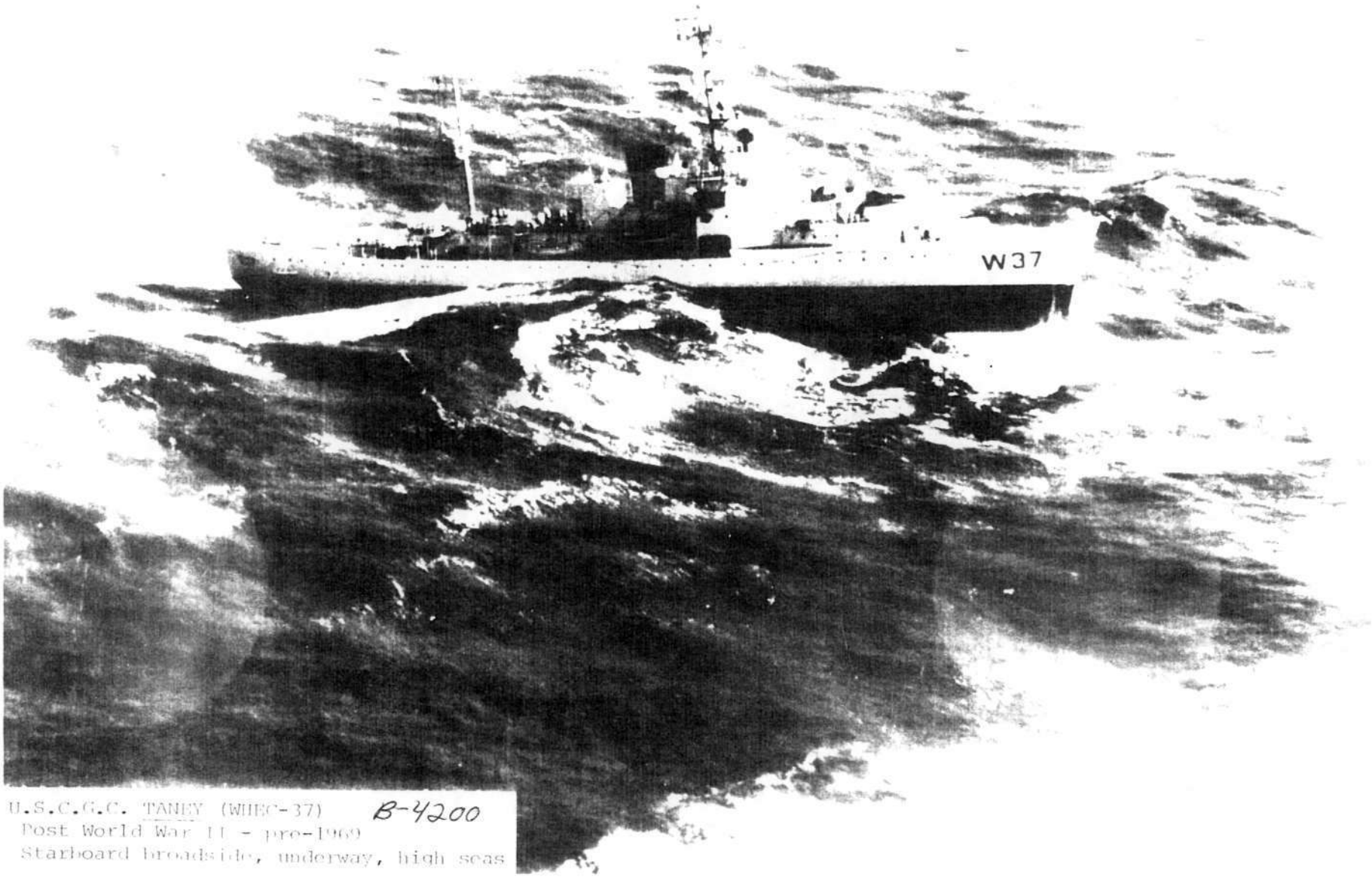

B-4200
U.S.C.G.C. TANEY (WHEC-37)
Baltimore, Maryland
U.T.M. Coordinates:
Present location: 18 361 600 43 48 540
Future location: 18 361 420 43 49 500
(Approximate center of ship)
PRESENT
30 FEET NOV. 1941
FUTURE
BALTIMORE
NORTHWEST HARBOR
Locust Pt
Feils Point
Fort McHenry
Whetstone Pt
Lazaretto Point
Winans Cove
Ferry Bar
FERRY BAR CHANNEL (WEST SECTION)
FERRY BAR CHANNEL (EAST SECTION)
Riverside Yard
Port Covington Yard
Maryland Yacht Club
Broening Park
Federal Hill Park
Latrobe Park
Basin
910 000 FEET
362
363
364



U.S.C.G.C. TANEY (WPG-37) B-4200
1944, Starboard stern quarter, anchored
San Francisco Bay



U.S.C.G.C. TANEY (WPG-37) B-4200
1940, Port broadside, underway
San Raphael, California



U.S.C.G.C. TANEY (WHEC-37) B-4200
Post World War II - pre-1969
Starboard broadside, underway, high seas



U.S.C.G.C. TANEY (WHEC -37) B-4200
10/87, Port bow quarter view, anchored
Baltimore Maritime Museum