1. NAME OF PROPERTY

Historic Name: *Ingham*

Other Name/Site Number: U.S. Coast Guard Cutter *Ingham* (WPG-35)

2. LOCATION

Street & Number: 40 Patriots Point Road Not for publication:____

City/Town: Mount Pleasant Vicinity:____

State: SC County: Charleston Code: 019 Zip Code: 29464

3. CLASSIFICATION

Ownership of Property
Private: X
Public-local: ___
Public-State: ___
Public-Federal: ___

Category of Property
Building(s): ___
District: ___
Site: ___
Structure: X
Object: ___

Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	_____	structures
_____	_____	objects
1	0	Total

Number of Contributing Resources Previously Listed in the National Register: 0

Name of related multiple property listing: N/A

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1986, 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.

_____ _____
Signature of Certifying Official Date

_____
State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

_____ _____
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 _____
____ Determined eligible for the National Register _____
____ Determined not eligible for the National Register _____
____ Removed from the National Register _____
____ Other (explain): _____

_____ _____
Signature of Keeper Date of Action

6. FUNCTION OR USE

Historic: Transportation Sub: Water-related

Current: Transportation Sub: Water-related

7. DESCRIPTION

Architectural Classification:
N/A

Materials:
Foundation: Steel
Walls: Steel
Roof: Steel
Other Description:

Describe Present and Historic Physical Appearance.

The *Secretary*-class Coast Guard cutter *Ingham*, decommissioned in 1988, is now a floating museum exhibit vessel at Patriots Point, in Mount Pleasant, South Carolina. *Ingham* is one of five historic vessels berthed at Patriots Point. The others, all National Historic Landmarks, are USS *Yorktown* (CV-10), USS *Clamagore* (SS-343), USS *Laffey* (DD-724), and the nuclear ship *Savannah*.

***INGHAM* AS BUILT AND MODIFIED DURING HER COAST GUARD CAREER**

As laid down and launched in 1935-1936, *Ingham* is a 327-foot long riveted steel high-endurance cutter. The waterline length of the vessel is 308 feet, with a 41-foot beam and a 15-foot, 3-inch draft. *Ingham* displaced 2,350 tons on her 1936 trials, and 2,750 tons in 1945; after modification, in 1965 the cutter displaced 1,837 tons light. The cutter accommodated 12 officers, 4 warrants, and 107 crew in 1936; by 1945, war conditions aboard accommodated 24 officers, 2 warrants, and 226 crew. At the end of her career, *Ingham* accommodated 10 officers, 3 warrants, and 134 crew. [1]

As designed, the cutter, like her sisters carried two 5-inch/51 caliber guns, two 6-pdrs. and a single 1-pdr. As armed during World War II, *Ingham* carried two 5-inch/38 caliber guns, six 40mm guns on twin mounts, K-guns, depth charge racks, and eight 20mm guns in single mounts. The cutter's armament is now a single 5-inch/38 caliber gun in a house mounted forward. *Ingham* carried two .50 caliber machine guns in her last configuration. These weapons were removed prior to her becoming a museum vessel. Fire control was originally handled by a Mk 26 director, now replaced with a Mk 52 director. *Ingham* was equipped with SC-2 and SGA radar, and QC sonar in 1945. The cutter now carries an "S" band and "X" band radar on the foremast. Various types of antennae are mounted on the ship; these include a Discone antenna on the

gun house, a SI-TEX loop on the superstructure, and a set of MLA 1/CG and MLA 2a/CG antenna aft. [2]

The cutter is propelled by twin three-bladed screws driven by the original Westinghouse double-reduction geared steam turbines that produce 6,200 shaft horsepower or a maximum sustained speed of 19.5 knots. Steam is provided by two Babcock and Wilcox sectional express, air-encased, 400 psi boilers. *Ingham*'s capacity is 147,000 gallons of fuel.

The cutter has four decks--the superstructure deck, main deck, second deck, and platform deck--and a four-level superstructure. At the main deck level, the superstructure accommodates the galley, ship's office, First Class crew's berthing, blower room, the engineer's work shop, stores, the sickbay, and gear lockers. The superstructure deck mounts the radar room, oceanographic lab, balloon inflation shelter, radio room, a secure telegraphic room, and the commanding officer's cabin. The bridge and combat information center (CIC) are located in the pilothouse, which surmounts the second level above the commanding officer's cabin. Aft of the bridge is *Ingham*'s single stack. The gun director and searchlights are mounted atop the pilothouse. The cutter has two masts; a pole foremast, mounting radar and other antennae immediately aft of the pilothouse, and a tripod mainmast at the aft end of the superstructure that mounts the IFF antenna. [3]

Ingham carries two plastic 25-foot motor lifeboats to port and starboard amidships. The hull, painted various colors and camouflage schemes during the war, has been and remains white, with the distinctive Coast Guard orange stripe across the bows it has carried since 1967.

In the course of an active 50-year career, *Ingham*'s electronics and armament were updated to meet the exigencies of her service. These changes are minor, as was the gradual reduction of armament from the variety of weapons carried between 1941 and 1945. These minor changes notwithstanding, *Ingham* retains the salient characteristics of and exemplifies the appearance of her type. *Ingham*, when decommissioned and presented to Patriots Point, was left in a ready condition, with manuals, watchbills, equipment, gear, and uniforms. The exceptional integrity of the cutter is enhanced by these artifacts from her last days in service which confer a sense that the crew has just stepped ashore.

NOTES

1
Robert L. Scheina, *U.S. Coast Guard Cutters and Craft of World War II* (Annapolis: Naval Institute Press, 1982), p. 14.

2
Ibid.

3
Plans of *Ingham*, circa 1970, on file at Patriots Point.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties: Nationally: X Statewide: ___ Locally: ___

Applicable National Register Criteria: A X B ___ C X D ___

Criteria Considerations (Exceptions): A ___ B ___ C ___ D ___ E ___ F ___ G ___

NHL Criteria: 1, 4

NHL Theme(s): XIVB Transportation: Ships, Boats, Lighthouses & Other Structures

VIIIA and VIIIB World War II: The War in Europe, Africa and the Atlantic, 1939-1945 and War in the Pacific, 1941-1945

Areas of Significance:	Period(s) of Significance	Significant Dates
Architecture (Naval)	1935-1941	1935
Maritime History	1936-1944	1941

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: U.S. Coast Guard/Philadelphia Navy Yard

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

The *Secretary*-class 327-foot Coast Guard cutter *Ingham* is one of two surviving members of the seven-vessel class, the other being the National Historic Landmark *Taney* in Baltimore, Maryland. *Taney* was designated a NHL in recognition of her wartime career in the Pacific, notably her involvement in the Japanese attack on Pearl Harbor. *Ingham* alone represents the other six vessels of the class, all participants in the Battle of the Atlantic. Prior to the United States entry in the war, *Ingham* patrolled the same waters as a member of the Neutrality Patrol. *Ingham* is the last surviving warship to have served on the Neutrality Patrol, a significant and early American naval response to the Second World War. Members of the *Secretary* class were critical participants in the United States' combat response to the German U-Boat threat, *Ingham* escorted 17 convoys across the North Atlantic, sinking *U-626* in 1942. The cutter was the last U.S. warship to sink a U-Boat during the war. *Ingham* then escorted 12 Mediterranean convoys and two Caribbean convoys, earning the Presidential Unit citation. It is the only Coast Guard ship to receive this honor. *Ingham* was then transferred to amphibious assault flagship duty in the Pacific, and spearheaded the liberation of Corregidor and other Philippine territory. After

the war, *Ingham* spent a long career at sea in weather patrol, search-and-rescue, and law enforcement activities that exemplify Coast Guard service. The cutter returned to combat in 1968-1969 when she served off Vietnam during Operations Market Time, Swift Raider, and Sea Lords, again earning the Presidential Unit Citation. When decommissioned on May 27, 1988, *Ingham* was the oldest commissioned U.S. warship afloat.

The preceding statement of significance is based on the more detailed discussion that follows.

CONSTRUCTION AND CAREER OF USCGC *INGHAM*

In the 1930s, the U.S. Coast Guard inaugurated its largest to-date warship class with the construction of seven high endurance cutters. Named for notable Secretaries of the Treasury, the Secretary class included seven vessels, all laid down in 1935. The first four were laid down at the Philadelphia Navy Yard on May 1. They were *George W. Campbell*, *William J. Duane*, *Samuel D. Ingham*, and *Roger B. Taney*. Three more cutters were laid down at other yards--*George M. Bibb* at the Charleston Navy Yard, and *John C. Spencer* and *Alexander Hamilton* at the New York Navy Yard. The cutters, heavily modified versions of the Navy's *Erie* (PG-50) class gunboats, were a Coast Guard response to an increased need for oceangoing vessels with considerable range. The first four, *Campbell*, *Duane*, *Ingham*, and *Taney* were launched and christened together on June 3, 1935, *Ingham* sponsored by Katherine Ingham Brush. *Ingham* was completed on November 6, 1936, and sent to the Pacific. [1]

From 1937 until 1940, *Ingham* was stationed at Port Angeles, Washington, operating out of Seattle and Port Angeles on the Bering Sea Patrol. At the end of 1939, the beginning of World War II and international tensions in the Atlantic saw the cutter reassigned to Boston, Massachusetts, arriving in 1940. *Ingham* engaged in Neutrality Patrols in the North Atlantic, primarily working off the Grand Banks of Newfoundland. One task of vital importance was weather station duty, since the United States was ferrying aircraft along the route to support the British war effort. The reports of the cutters, including *Ingham*, were crucial, particularly given the vessels' long range. In March 1940, for example, *Ingham* was on weather station 1,200 miles east of Bermuda. In 1941, *Ingham* was stationed at Lisbon, Portugal, and it was from there that the cutter was assigned to the U.S. Navy for duty on July 1, 1941. [2]

Within days of the United States' entry into the conflict and Germany's declaration of war, U-boats began attacks on American shipping, pressing their assaults to the shores of the country. A shortage of antisubmarine warfare vessels pressed a variety of craft into service, among them the seven *Secretary*-class cutters, which proved to be the most effective American ASW vessels in the Battle of the Atlantic. Between 1942 and 1943, *Ingham* was

assigned to the Commander-in-Chief, Atlantic Fleet (CINCLANT) as part of the destroyer force (DESLANT) and operated as escort for North Atlantic convoys while based out of Hvalfjordur, Iceland. *Ingham* screened and defended 17 convoys which included HX-190, ONS-102, SC-87, SC-100, SC-101, ONSJ-136, SCL-103, SC-107, ONSJ-152, SC-112, ONSJ-160, HX-223, SC-118, SC-121, and SC-122. Five of the convoys saw *Ingham* engaged in major seagoing battles to defend the precious lifeline of oil, material, and men to wartorn Europe. [3]

Notable events in *Ingham*'s North Atlantic service record include the rescue of eight survivors from the steamer *Tennessee* on September 26, 1942, and the rescue of men from four ships lost to U-Boat action on February 7 and 8, 1943. Thirty-three men were saved from *Henry R. Mallory*, *Robert E. Hopkins*, and *West Portal*, all sunk from convoy SC-118, on the 7th, and on the following day *Ingham* rescued men from another ship, *Jeremiah Van Rennselar*, who had been left adrift after being torpedoed while with another convoy on the 2nd. [4] On March 18, 1943, *Ingham* saved all hands from the SS *Matthew Luckenbach* in her last North Atlantic rescue.

While on the North Atlantic run during the "Bloody Winter" of 1942-1943 at the height of the Battle of Atlantic, *Ingham* engaged the enemy on more than one occasion. While escorting Convoy ONS-102 across Atlantic, *Ingham* spotted an enemy sub on the surface, chased and shot at it while 13,000 yards off and missed. The U-Boat escaped, as did others that the cutter depth charged on other convoys. However, *Ingham* did score an amazing "kill" on December 15, 1942, by sinking U-626 with a single depth charge in a maneuver that has been termed *Ingham's* "hole in one." The sinking of U-626 was the last U-Boat loss to an American warship during the war. [5]

Ingham was transferred to Mediterranean convoy duty in mid-1943 as the major U-Boat threat in the North Atlantic passed. The victory against the U-Boats in the North Atlantic was won, at least for the United States, by the Coast Guard cutters. All U-Boat sinkings by U.S. surface escorts until that time were the accomplishment of the *Secretary* class. Naval historian Rear Admiral Samuel Eliot Morison noted that "Their performance was glorious; their casualties, heavy." [6] For the next year, until mid-1944, the cutter escorted 12 Mediterranean and two Caribbean convoys--UGS-8A, GUS-8, UGS-12, GUS-11, UGS-18, GUS-17, UGS-31, GUS-30, UGS-37, GUS-37, UGS-44, GUS-44, and GF-51 and GF-52. Then, in the summer of 1944, *Ingham* was withdrawn from convoy duty along with her sisters to serve a new role as amphibious assault force flagships (AGCs) as the island-hopping campaign against Japan quickened in the Pacific.

> ...when the need for Amphibious Task Group flagships arose during 1944 and 1945, the Navy converted the six 327-foot cutters *Bibb*, *Campbell*, *Duane*, *Ingham*, *Spencer*, and *Taney*. The mission of these vessels was to serve as headquarters ships and, therefore, as communication control ships in amphibious operations.

> Every electronic device known to be of value in the performance of such duty was provided. Installations were made on a grand scale, and these ships were virtually floating radio stations. They represented the ultimate in shipborne electronic equipment operated by the Coast Guard during the war. These cutters performed the tasks as flagships for landing operations from landing craft, for a large combined force of minesweepers, minelayers, and net layers, and for a Transport Area screening group or groups during landing operations. [7]

Ingham was converted to an AGC at the Charleston Navy Yard between August 1 and October 21, 1944, before being sent to the Pacific. [8]

Ingham served with distinction in the Philippines, serving as the flagship for landings at Mariveles, the southern tip of the Bataan peninsula, before serving as flagship for an assault force of 62 vessels that retook Bataan and Corregidor on February 15-16, 1945. *Ingham* then spearheaded the Tigbauan Landings at Panay and the recapture of Iloilo, the third largest city in Philippines, which fell to an assault from March 18-20. *Ingham* then headed to Negros Island, which was recaptured between March 29 and 30. *Ingham* also spearheaded landings at Macajalar Bay and Saracani Bay, before ending the war in active combat in July 1945 while serving as flagship for the Balut Island attack unit in the Philippines. [9]

At the end of the war, *Ingham* served on occupation duty at Shanghai, Hong Kong, Haiphong, then part of French Indochina, and Formosa, before being returned to the Coast Guard. From 1946 to 1968 the cutter was stationed at Norfolk, Virginia, and used for ocean station duty (a return to her prewar weather watch), law enforcement, and search and rescue. An interruption in routine duty came with a return to combat during the Vietnam Conflict. Between July 16, 1968, and April 3, 1969, *Ingham* served with Coast Guard Squadron Three in Vietnam, participating in Operations Market Time, Sea Lords, and Swift Raider. Returning to the United States in 1969, *Ingham* was stationed at Portsmouth, Virginia, until 1988, engaging in search and rescue and law enforcement. This included increasing involvement in drug interdiction and escorting vessels and assisting in the Mariel Boatlift from Cuba in 1980. [10]

Ingham was decommissioned on May 27, 1988, at that time the oldest commissioned warship in the United States. In her 51-year career, the cutter had survived all but one of her sisters, and had earned the status of most decorated ship in the Coast Guard fleet. *Ingham* and her crew racked up an impressive array of awards--the Presidential Unit Citation with Bronze Star, Coast Guard Unit Commendation, a Coast Guard Meritorious Unit Commendation with Gold Star, the Coast Guard Special Operations Service Ribbon, China Service Medal, American Defense Service Medal with "A", American Campaign Medal, European-African-Middle

Eastern Campaign Medal with two Battle Stars, Asiatic-Pacific Campaign medal with two Battle Stars, the World War II Victory Medal, Navy Occupation Service Medal, National Defense Service Medal with Battle Star, Vietnam Service Medal with three Battle Stars, the Humanitarian Service Medal, the Philippine Presidential Unit Citation, the Republic of Vietnam Gallantry Cross Unit Citation, Philippine Liberation Ribbon with Battle Star, and the Republic of Vietnam Campaign Ribbon.

THE FATE OF THE *SECRETARY* CLASS

Of the seven-ship *Secretary* class, only two remain. *Hamilton* was sunk by a German U-Boat in the North Atlantic on January 30, 1942. The other six cutters survived the war. *Spencer* was decommissioned in 1974 to serve in a special status as the Coast Guard Engineering School until 1980. Sold on October 8, 1981, the cutter was scrapped. *Campbell* was decommissioned in April 1982 and was sunk as a target by naval gunfire off Hawaii on November 30, 1984. *Duane* and *Bibb* were decommissioned in August and September 1985. Both ships were sunk, a day apart, as artificial reefs off Key Largo, Florida, in November 1987. *Taney* was decommissioned on December 7, 1986, and was transferred to the Baltimore Maritime Museum as a museum vessel. *Taney* was designated a National Historic Landmark in 1987 in recognition of her role in the war in the Pacific.

NOTES

1
Robert L. Scheina, *U.S. Coast Guard Cutters and Craft of World War II* (Annapolis: Naval Institute Press, 1982), p. 14.

2
Ibid.

3
John M. Waters, *Bloody Winter* (Annapolis: Naval Institute Press, 1984). Captain Waters served on *Ingham* during the war and wrote this compelling and detailed account of the Battle of the Atlantic, which contains a personal and detailed discussion of *Ingham*'s important role.

4
Malcolm E. Willoughby, *The U.S. Coast Guard in World War II* (Annapolis, Naval Institute Press, 1957), p. 121

5
Willoughby, p. 198. Also see Waters, pp. 109-112.

6
Waters, p. 82.

7
Willoughby, p. 141.

8
Scheina, p. 14.

9
Willoughby, pp. 294, 198-299, Scheina, p. 14.

10
Robert L. Scheina, *U.S. Coast Guard Cutters and Craft, 1946-1990* (Annapolis: Naval Institute Press, 1990), pp. 31-32. Also see Lieut. Eugene N. Tulich, CWO Paul C. Scotti, and PO Kenneth Arbogast, "The United States Coast Guard in South East Asia During the Vietnam Conflict," Manuscript (1986), U.S. Coast Guard Public Affairs Division, Washington, D.C.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

See footnotes in text.

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
___ Local Government
___ University
___ Other: Specify Repository:

10. GEOGRAPHICAL DATA

Acreage of Property: Less than one (1) acre.

UTM References: Zone Easting Northing

17/602200/3628160

Verbal Boundary Description:

All that area encompassed within the extreme length and breadth of the vessel.

Boundary Justification:

The boundary incorporates all that area of the vessel as she lays at her berth.

11. FORM PREPARED BY

Name/Title: James P. Delgado

Organization: Vancouver Maritime Museum Date: November 1, 1991

Street & Number: 1905 Ogden Avenue Telephone: (604) 737-2211

City or Town: Vancouver State: B.C. ZIP: V6J 1A3