



Victory, 1956

CG-52312



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Builder: Coast Guard Yard, Curtis Bay, Maryland

Length: 52'

Beam: 14' 7"

Draft: 6' 11"

Displacement: 75,715 pounds

Cost: \$235,927

Commissioned: June, 1956

Decommissioned: In service

Disposition: N/A

Machinery: 2 General Motors 6-71 diesels; twin propellers

Performance & Endurance:

Max: 11 knots; 495-mile range

Cruising:

Complement: 5 (1974)

Armament: None

Electronics: Navigation-type radar

History:

The steel-hulled 52-foot motor lifeboat was designed for offshore rescue under the worst sea conditions. They are self-righting and self-bailing and can carry up to 40 survivors. They were designed by the Coast Guard to replace the 52-foot wooden-hulled motor lifeboats and to complement the shorter-legged 36-foot and 44-foot motor lifeboats.

The 52-footers are constructed of steel. Among other features that increase their range and endurance, the craft is fitted with a complete galley. The boat is equipped with 250-gallon-per-minute pump for dewatering and fire fighting. These are the only Coast Guard vessels under 65-feet in length with names, a tradition started beginning with their 52-foot wooden-hulled predecessors. Beyond the search and rescue mission, they are also assigned to maritime law enforcement, marine environmental protection, and recreational boating safety duties.

The *Victory* was constructed by the Coast Guard Yard at Curtis Bay, Maryland and has been stationed at Yaquina Bay, Oregon, during her service career.



"CG-52312, 52 ft. Patrol Boat, Sea Trials, Coast Guard Yard, Baltimore, Md."; 1 July 1956; CG Photo No. CGY-070656 (4); photo by "Meyer, PH", USCG.



"ROUTINE WINTER PATROL -- A 52-foot motor lifeboat out of U.S. Coast Guard Lifeboat Station, Yaquina Bay, Oregon, charges through giant sea breakers on a routine winter patrol. This rarely photographed scene is a true picture of rough duty faced by lifeboat personnel on rescue missions in rough weather. Even without bad weather, however, the surf along the Oregon coast presents the most hazardous risks of any areas along the coasts of the United States proper. Members of the crew in this scene are: Thomas D. McAdams, Boatswain's Mate 1/c of Newport, Ore.; David A. Phillips, Engineman 2/c, of Melrose Park, Ill.; Fred A. East, Seaman, of Houston, Texas; Carl A. McGuire, Seaman Apprentice, of

Fresno, Calif.; Richard R. Huck, Seaman Apprentice, of Snohomish, Wash."; December 1958; CG Photo No. 13CGD-12-08-58 (04) GEN.; photographer unknown.



CAPE DISAPPOINTMENT, Wash. (Feb. 13, 2003)--The Coast Guard 52-foot motor lifeboat Victory on patrol passes the Cape Disappointment lighthouse Feb. 13, 2003. USCG photo by PA3 Kurt Fredrickson.



52-FT. MOTOR LIFEBOAT (FOR RELEASE)

YAQUINA BAY, Ore. (Jan. 18)--Coast Guard 52-ft. Motor Lifeboat Victory is conducting surf drills South of Yaquina Bay. U.S. COAST GUARD PHOTO



"The Coast Guard's four remaining 52-foot motor lifeboats, Invincible II, Intrepid, Triumph II and Victory get underway together for the first time since 1998 at Station Cape Disappointment, WA. Feb. 13, 2003. The 52-foot motor life boats are widely used in support of search and rescue, maritime law enforcement, marine environmental protection and recreational boating safety."; 13 February

2003; CG Photo No. 030213-C-3652F-503 (FR); photo by PA3 Kurt
Frederickson, USCG.

Sources:

52-Foot MLB History File. USCG Historian's Office, USCG HQ, Washington,
D.C.

Robert Scheina. *U.S. Coast Guard Cutters & Craft of World War II*. Annapolis,
MD: Naval Institute Press, 1982.

Robert Scheina. *U.S. Coast Guard Cutters & Craft, 1946-1990*. Annapolis, MD:
Naval Institute Press, 1990.

