

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: USCGC CHOKEBERRY Survey Number: S-483

Project: Decommissioning Agency: United States Coast Guard

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended _____ Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Coast Guard's Report indicates that the Cutter was commissioned in August 1946 and that it is a 65-foot buoy tender in the Coast Guard's Aids to Navigation Program. It is an example of the small vessel inland tender, and since its construction, has seen duty in Chattanooga, Tennessee, Sheffield, Alabama, Southport, North Carolina and since 1982 in Crisfield, Maryland. The Coast Guard has determined that despite the Cutter's extensive service as an inland buoy tender, it does not meet the requirements for National Register eligibility. The USCGC CHOKEBERRY is not eligible for inclusion in the National Register of Historic Places because it is a typical example of the USCG's AtoN's boats. While this is an important aspect of Coast Guard and maritime navigation history, the boat does not demonstrate sufficient significance to be either individually eligible or a contributing resource to an historic class of vessels.

Documentation on the property/district is presented in: "Historic Context and Statement of Significance, USCGC CHOKEBERRY, United States Coast Guard 65-foot Inland Buoy Tender" (June 2000)

Prepared by: United States Coast Guard

Ane E. Bruder July 17, 2000
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

B. Kuntz 7/21/00
Reviewer, NR program Date

Handwritten initials

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure
 Historic Environment: Ocean vessel
 Historic Function(s) and Use(s): Buoy tender
 Known Design Source: Dubuque Boat and Boiler Works

DRAFT

Historic Context and Statement of Significance

USCGC Chokeberry
United States Coast Guard
65-foot Inland Buoy Tender

Submitted to:
Commandant, Office of Cutter Management
United States Coast Guard
2100 2nd Street, Room 3216
Washington, D.C. 20005

June 2000

ACRONYMS

ANT	Aids to Navigation Team
AtoN	Aids to Navigation
e ² M	engineering-environmental Management, Inc.
GPS	Global Positioning System
NRHP	National Register of Historic Places
OIC	Officer in Charge
U.S.	United States
USCG	U.S. Coast Guard
USCGC	U.S. Coast Guard Cutter
USLHS	U.S. Lighthouse Service
WAGL	Coast Guard Auxiliary General Logistics
WLI	Coast Guard Logistics Inland
WLR	Coast Guard Logistics River
WWII	World War II

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
2.0 HISTORIC CONTEXT	2
2.1 The Tenders	4
2.2 The 65-Foot Inland Buoy Tenders.....	5
2.3 History of USCGC Chokeberry	12
3.0 EVALUATING HISTORIC VESSELS FOR THE NATIONAL REGISTER OF HISTORIC PLACES	16
4.0 STATEMENT OF SIGNIFICANCE AND RECOMMENDATIONS.....	17
5.0 REFERENCES CITED, BACKGROUND SOURCES, PERSONS INTERVIEWED	19
5.1 References Cited	19
5.2 Background Sources	19
5.3 Persons Interviewed.....	20

APPENDIX

Additional Photographs and Drawings	A-1
---	-----

LIST OF TABLES

Table 1 Tenders Built by the Dubuque Boat & Boiler Works for the U.S. Coast Guard from 1932 to 1946	7
Table 2 Hours Spent by 65-Foot Tenders on Missions From 1989 to 1999.....	12

LIST OF FIGURES

Figure 1 <i>USCGC Blackberry</i> (CG 65303-D)	8
Figure 2 <i>USCGC Elderberry</i> (CG-65401-D)	10
Figure 3 <i>USCGC Bayberry</i> (CG-65400-D) and the <i>USCGC Osprey</i>	11
Figure 4 <i>USCGC Chokeberry</i> (CG- 65304-D)	14
Figure 5 <i>USCGC Chokeberry</i> , Crisfield, Maryland, Winter 1999-2000	15

THIS PAGE INTENTIONALLY LEFT BLANK

1.0 INTRODUCTION

The United States (U.S.) Aids to Navigation (AtoN) system, considered the best in the world (Hall 1997a), is the infrastructure that ensures safe approach to ports and harbors by sea traffic. The primary function of a buoy is to warn mariners of some danger or obstruction or change in contour of the waterway bottom, and to delineate the channels leading to various points. In 1800, there were 77 buoys in the U.S. By 1850, this number had grown to 1,034, and to 4,842 by 1900. In 1931, the U.S. Lighthouse Service (USLHS) marked 40,580 statute miles of coast and river channels and directly maintained 19,556 aids. In addition, private interests under the authorization of the USLHS maintained 1,188 aids, the Philippine government maintained 392 aids, and other U.S. agencies maintained 695 aids in the Panama Canal, totaling 21,831 aids (Buoyage Systems of the U.S. 1931). Today, the U.S. Coast Guard (USCG) maintains more than 40,000 AtoNs.

Lighthouses, buoys, day beacons, and lights are the most widely recognizable examples of AtoNs and are the backbone of the short-range AtoN. The long-range AtoN system is comprised of a Global Positioning System (GPS), differential GPS correction signals, Loran C, and radio beacons. The short-range and long-range AtoN delineate the navigable waterways of the continental U.S., Alaska, Hawaii, Puerto Rico, the Virgin Islands, Guantanamo Bay, and U.S. territories in the Pacific Ocean.

The USCG operates numerous classes of buoy tenders. The primary mission of the inland buoy tenders is to maintain AtoN. The black-hulled ships that perform this mission are commonly referred to as the "Black Fleet," distinguishing them from the traditional white-hulled USCG cutters. One distinct class of tenders, consisting of four 65-foot inland buoy tenders, operate in the intercoastal waterways on the Pacific and Atlantic coasts. The U.S. Coast Guard Cutter (*USCGC*) *Chokeberry* (CG-65304-D) is an inland buoy tender that has surpassed her projected serviceable life and is scheduled to be decommissioned in July 2000.

In accordance with the National Historic Preservation Act of 1966, the regulations of the Advisory Council on Historic Preservation, and other applicable Federal mandates, the USCG is required to determine the historic significance of its ships and property before decommissioning and subsequent disposal.

To complete the necessary historical research and significance assessments, the USCG contracted engineering-environmental Management, Inc. (e²M) to conduct extensive historical research and prepare an historic context and statement of significance for the *USCGC Chokeberry*. These investigations were conducted in the following locations:

- USCG Historian's Office, Washington, DC;
- Office of Cutter Management, Washington, DC;

- USCG Boat Yard, Baltimore, Maryland;
- *USCGC Chokeberry*, Crisfield, Maryland;
- Mississippi River Museum, Dubuque, Iowa;
- National Park Service Maritime Initiative, Washington, DC;
- Kentucky Heritage Council (State Historic Preservation Officer), Frankfort, Kentucky; and
- Maryland Historic Trust (State Historic Preservation Officer), Crownsville, Maryland.

Telephone interviews were also conducted with USCG personnel, primarily those with direct experience on the *USCGC Chokeberry* or on other 65-foot inland buoy tenders.

2.0 HISTORIC CONTEXT

In 1767, the first buoys in U.S. navigable waterways were located in the Delaware River. The earliest types of buoys were either built of staves, similar to a barrel, or were simple, solid wooden spars. Stave buoy construction was used in small buoys from approximately 1808 to 1820. After 1820, spar buoys were predominately used. A marked improvement to buoy construction took place in 1900, when tall can and nun buoys were introduced. Beginning in 1950, iron buoys were used.

In 1881, the first lighted buoy, burning oil gas, was put into service outside of New York City Harbor. Electricity was used from 1888 to 1903 in the Gedney Channel in New York's lower bay. Electric current for these buoys was supplied through cables from shore, but this system proved impractical. Buoys lighted with compressed acetylene gas stored in tanks inside the buoy were introduced in 1910 (U.S. Department of Commerce 1947).

Originally, the U.S. Department of Treasury was responsible for the U.S. AtoN system. On August 7, 1789, the First Congress passed *[a]n act for the establishment and support of lighthouses, beacons, buoys, and public piers* (Marshall 1995). Under this new law, the responsibility for AtoN was placed under the supervision of the newly appointed Fifth Auditor of the Treasury. Initially, maintenance was administered through private contractors. The Collectors of Customs contracted local pilots and other knowledgeable mariners for minor maintenance of navigational aids.

By the middle of the 19th Century, poor management of the AtoN and the need for standardization caused change. In 1852, the Lighthouse Board was formed to take over the troubled system. The Lighthouse Board was composed of officers from the Army and Navy. Within a few years, the Lighthouse Board provided the needed organization and control over lighthouse, lightship, and buoy systems maintenance (Hall 1997b). The Board provided

standardization and is credited with developing the lateral system or "red right return" that continues to be used today.

The lateral system instituted certain buoy characteristics to indicate their position relative to channels, obstructions, etc. For vessels entering from the sea, top conical-shaped red buoys (nun buoys) with even numbers are placed to the right of the vessel, and top cylindrical-shaped green buoys (can buoys) with odd numbers are placed to the left of the vessel. The numbers increase from the shore outward toward the sea. This directional scheme is arbitrarily defined for channels and systems of buoys that do not have a definite relation to approach from the sea. For example, offshore buoys on the Atlantic coast are colored and numbered from the north along the coast, and on the Pacific coast from the south (U.S. Department of Commerce 1947).

Buoys are anchored into position by various types of moorings, depending on the character of the bottom and the size and location of the buoy. They are placed in position and cared for by buoy tenders with specially designed derricks and lifting gear for handling the buoys. The officer placing the buoy must ascertain the position most helpful to navigation and locate the position accurately by sextant angles, soundings, GPS, or otherwise, so that the position may be shown on charts.

When the Lighthouse Board was formed, all the buoy tenders in use were sail powered. Because of the obvious problems of maneuvering, accuracy of placement, and inefficiency of the sail-powered tenders, the Lighthouse Board built the first steam-powered tender, *Shubrick*, in 1857. Constructed in the Philadelphia Navy Yard, the *Shubrick* proved an immediate success, illustrating the advantages of steam power over sail power. The Lighthouse Board began to purchase more steam-powered vessels and, eventually, took control of buoy placement from contractors (Hall 1997c).

The Lighthouse Board functioned with some success until 1910, when Congress dissolved the group and created the USLHS, which was placed under the control of the new Department of Commerce and Labor (Marshall 1995). The USLHS divided its organization into geographical districts, with district supervisors given direct control over maintenance of navigational aids. Under the control of USLHS, the AtoN system vastly improved, with better buoys and more lighthouses. In addition, radio-beacon technology was developed, which enabled ships to navigate toward distant inlets and around hazardous shoals without visible buoys.

The USLHS inherited the Lighthouse Board's fleet of steam-powered tenders. Historically, the Lighthouse Board district superintendents had been given autonomy to design vessels to meet their needs. This resulted in a diverse configuration of tenders, ranging in size from 72 feet to 201 feet in length. The need for standardization and a new fleet of tenders was obvious. However, the cost of building and funding such a specialized fleet inhibited advancement and improvements (Hall 1997c).

In 1908, a class of eight tenders was built to the same specifications. These tenders – the so-called Manzanita or 8-Tender Class – were made up of the *Manzanita*, *Sequoia*, *Cypress*, *Orchid*, *Tulip*, *Hibiscus*, *Anemone*, and *Kukui*. The primary improvements incorporated into these vessels were all-steel hoisting gear and wire rope (instead of wood hoisting gear and manila rope) along with a "turtle back" forecastle for better visibility (Hall 1997c).

During World War I, the USLHS tender fleet was placed under the control of the Army, which was then responsible for coastal defenses. The Army used the fleet primarily for planting mines. When the war ended, and the tender fleet was returned to the USLHS, the Army also turned over several old mine planters for conversion to buoy tenders. Although the addition of the mine planters to the buoy tender fleet was much needed, it did not eliminate the need for a building program to update the aging fleet. Some of the USLHS tenders still were steam powered with stern- or side-paddle wheels. Most of the fleet still used old steam winches and wooden booms to handle increasingly larger and heavier buoys.

In 1939, Congress incorporated the USLHS into the USCG. Under the USCG mandate, funding to improve the buoy tender fleet became more readily available. After a long congressional debate, a limited building program was approved, and a new coastal tender was planned and designed. The result of the design effort was the *Juniper*, a twin-screw, 177-foot-long tender with a 32-foot beam and an 8-foot 7-inch draft. It was the first all-welded steel and diesel-electric-propelled coastal buoy tender in the fleet (Scheina 1990), and the first tender contracted and built by the USCG (Peterson 1997).

2.1 The Tenders

Handling large buoys under unfavorable sea conditions is occasionally strenuous and/or hazardous, and involves the highest order of skill and seamanship (U.S. Department of Commerce 1947). It is customary to relieve buoys once a year for overhauling, repairing, cleaning, and painting, and more often when necessary. In some localities, particularly in channels subject to the scouring action of currents, buoys may need to be relocated from time to time to ensure optimum marking of the channel. Buoys are subject to many casualties. They may be carried away, or dragged from position by vessels, storm, or ice; capsized by the weight of ice; or sunk by collision. They may go adrift through parting with the mooring chain in a storm. As a result, an ample supply of spare buoys must be kept on hand for emergencies.

Today, the USCG uses a variety of platforms to conduct daily business, including cutters (any USCG vessel 65 feet in length or greater, having adequate accommodations for crew to live on board), small boats (under 65 feet), and fixed and rotary wing (helicopters) aircraft. The USCG maintains a large fleet of buoy tenders to serve the tens of thousands of AtoN that mark U.S. waterways. These vessels operate under a wide variety of conditions, from placid, shallow water, to deep, heavy seas, and are required to undertake numerous tasks, from driving pilings on

rivers to setting large navigational buoys in deep water. Therefore, the size and capabilities of these vessels vary considerably.

Tenders currently used by the USCG are divided into seven distinct classes based upon size and tending capacity. Seagoing tenders are 180-foot long and are capable of lifting 20 tons. They are equipped for long voyages, and have icebreaking bows for winter tending.

The 133- and 175-foot coastal tenders make up the second group. They are characterized by their 10-ton lifting capacity and high degree of maneuverability.

The next two classes, the inland tenders, include large vessels (100 to 131 feet) and small vessels (65 to 91 feet). The larger inland tenders are used primarily in sheltered waters of bays and harbors. Along with 10-ton-capacity booms, they sometimes come equipped with a pile driver. Their hulls are broad and flat. The small inland tenders are the pusher-tenders so familiar along U.S. rivers. The pusher-tender combination is comprised of a boat that accommodates the crew (sleeping quarters, galley, head, recreation) and a working barge complete with boom and pile driver with work space for repair and maintenance activities. It is also characterized by its spud, which consists of two to four large timbers, not unlike telephone poles, that drop down through slots in the barge into the river bottom to hold the barge in place (Marshall 1995).

The river tenders are also divided into two classes: large vessels (104 to 115 feet) and small vessels (65 to 75 feet). These flat-bottomed shallow draft vessels draw 3 to 9 feet of water and have a 10-ton boom capacity (Marshall 1995).

2.2 The 65-Foot Inland Buoy Tenders

During World War II (WWII), the USCG operated as part of the U.S. Navy and many USCG missions were augmented and expanded. New missions and responsibilities included operation of long-range AtoN, inspections and documentation of merchant marine vessels, and licensing of merchant marine personnel. On January 1, 1946, after the war, the USCG was returned to the Treasury Department. As a result of expanded mission requirements under the Treasury Department, the USCG needed more vessels (Scheina 1990).

On August 30, 1946, the USCG commissioned CG-65304-D (later to become known as the *USCGC Chokeberry*). It was the third vessel in 6 days to be completed by the Dubuque Boat and Boiler Works for the USCG. The day before, an identical tender, USCG cutter CG-65305-D was commissioned, and on August 24, USCG cutter CG-64303-D was commissioned (Scheina 1990).

It was not until 1962 that USCG policy changed to allow naming cutters that were 65 feet in length. Consequently, after 1962 CG-65304-D became the *USCGC Chokeberry* (Reynolds 2000). This is also true of the other vessels in this class, which were named *USCGC Blackberry*

(CG-65303-D), USCGC Loganberry (CG-65305-D), USCGC Blueberry (CG-65302-D), USCGC Bayberry (CG-65400-D), and USCGC Elderberry (CG-65401-D).

The Dubuque Boat and Boiler Works began operations in 1870 as the Iowa Iron Works. In 1930, the company was reorganized as the Dubuque Boat and Boiler Works and soon became the largest inland waters shipbuilder in the U.S. The Iowa Iron Works/Dubuque Boat and Boiler Works built boats for the U.S. Navy, the USCG, and private industry, including the world's largest steamboat of her day (1901), the *Sprague*, measuring 318 feet.

The Dubuque Boat and Boiler Works has built a few now-historic vessels for the USCG, including lifeboat station No. 10 on the Ohio River, completed in 1928. A National Historic Landmark, this one-of-a-kind steel-hulled floating lifeboat station is responsible for saving many lives and serving as the base of operations for river patrol during WWII, when German spies were threatening to infiltrate the nation's inland waterways (Jewell, A. personal communication). The boatyard also built the *Oleander*, a stern-wheeled lighthouse tender equipped with boilers and a unique engine featuring one cylinder above the other. President Howard Taft used the *Oleander* to tour the Mississippi River in 1909. According to tradition, the corpulent Taft, who weighed over 300 pounds, got stuck in the boat's bathtub and had to be greased to be removed (Campbell, T. personal communication).

During WWII, the boatyard built more than 20 boats for the armed forces, including USCG cutters, tenders, mine planters, and towboats. Over the years, the boatyard built 27 vessels for the USCG (Campbell 2000), 17 of which were tenders. Table 1 lists these tenders. The USCGC Chokeberry (CG-65304-D) was the last tender built for the USCG by the Dubuque Boat and Boiler Works, which closed in 1972 (Campbell, T. personal communication).

Early inland buoy tenders, built in the 1920s, had steam-powered engines that also operated the booms, drums, and winches. Steam provided unlimited power and, if not careful, the boom could pull a tender over. During the mid-1940s, the steam-powered tenders were phased out with development of the diesel engine.

The inland buoy tenders service short-range AtoN along coastal and inland waters and keep waterways properly marked. The 65-foot inland buoy tenders operate in large semi-exposed inland waterways, straits, sounds, inlets, rivers, and bays. These tenders are 65 feet 4 inches in overall length with a 17-foot beam (width) and have flat steel hulls designed to operate in shallow waters and to run aground. Draft (depth from water line to the bottom of the vessel) is approximately 4 feet 8 to 10 inches when loaded, although they can operate in as little as 3 feet 6 inches of water when light. Displacement is 68 tons fully loaded and 50 tons light. Design speed is between eight and ten knots with a travel radius of 830 to 913 nautical miles.

The 65-foot buoy tenders have a white wheel house on a raised stern deck over the engine room, a stubby bow, and a large foredeck for the picking boom and working area. A large hold for

storing buoys and navigational supplies is located under the foredeck. A small galley, head, and berthing area provide overnight accommodations and comfort for the crew for up to 5 days. The vessels are capable of handling buoys that are approximately 11 feet 8 inches tall by 5 feet wide, weighing 3,004 pounds and smaller. These vessels must transit in relatively calm seas (3 to 5 feet), and work in 1- to 3-foot seas. Designed and constructed in the 1940s and 1950s, these vessels do not accommodate mixed-gender crews.

When originally built, the 65-foot tenders had pneumatic winches, manual vang (pulleys and ropes), and block and tackles for the boom. This required three to four additional crew members on the deck to pull the buoys (Spade, T. personal communication). Over the years, the booms have been changed to hydraulic systems to increase safety and efficiency.

Table 1
Tenders Built by the Dubuque Boat and Boiler Works for the U.S. Coast Guard
From 1932 to 1946

Name	Hull Number	Tender Class	Commissioned	Disposition
<i>Myrtle</i>	WAGL 263	93-foot	1932	Decommissioned 8 February 1963 Sold 19 May 1964
<i>Goldenrod</i>	WLR 213 WAGL 213	104-foot	2 June 1938	Decommissioned 26 May 1973 Transferred to National Science Foundation 26 September 1973
<i>Poplar</i>	WLR 21 WAGL 241	104-foot	1939	Decommissioned 17 June 1973 Transferred to National Science Foundation 26 September 1973
<i>Bluebonnet</i>	WLI 257 WAGL 257	91-foot	4 November 1939	Decommissioned 18 January 1965 Sold 19 May 1966
<i>Sycamore</i>	WLR 268 WAGL 268	114-foot	9 September 1941	Decommissioned 30 June 1977
<i>Dogwood</i>	WLR 259 WAGL 259	114-foot	17 September 1941	Decommissioned 11 August 1989
<i>Cosmos</i>	WLI 293 WAGL 293	100-foot	21 December 1942	Decommissioned 16 August 1985
<i>Barberry</i>	WLI 294 WAGL 294	100-foot	3 January 1943	Decommissioned 1 September 1970 Donated 23 February 1971
<i>Rambler</i>	WLI 298 WAGL 298	100-foot	26 May 1943	Decommissioned
<i>Brier</i>	WLI 299 WAGL 299	100-foot	2 July 1943	Decommissioned 9 November 1967 Transferred to U.S. Navy 10 March 1969
<i>Primrose</i>	WLI 316 WAGL 316	100-foot	23 October 1944	Decommissioned
<i>Smilax</i>	WLI 315 WAGL 315	100-foot	1 November 1944	Decommissioned
<i>Verbena</i>	WLI 317 WAGL 317	100-foot	13 November 1944	Decommissioned 1 September 1977 Sold February 1978
<i>Foxglove</i>	WLR 285 WAGL 285	114-foot	1 October 1945	Decommissioned 8 July 1977

*Draft Historic Context and Statement of Significance
USCGC Chokeberry*

Name	Hull Number	Tender Class	Commissioned	Disposition
<i>Blackberry</i>	WLI 65303	65-foot	24 August 1946	Active
<i>Loganberry</i>	WLI 65305	65-foot	29 August 1946	Decommissioned early 1977
<i>Chokeberry</i>	WLI 65304	65-foot	30 August 1946	Active

Source: Scheina 1990

WLI Coast Guard Logistics Inland

WLR Coast Guard Logistics River

WAGL Coast Guard Auxiliary General Logistics

The *USCGC Chokeberry*, *USCGC Blackberry*, and *USCGC Loganberry* began maneuvers in the western rivers, pushing 100-foot barges that provided additional deck space for working and storage space for carrying extra buoys and navigational supplies. In the western rivers, work was divided between the cutters and other smaller boats. The Aids to Navigation Teams (ANT), which are shore-side crews operating off of small boats that make numerous daily runs, used cutters to work on buoys and smaller boats to work on shore lights. The ANT's could spend 4 to 6 hours on a particular shore light (metal tower) to clear the under brush (called brushing) (McManis, J. personal communication). The cutters allowed them to stay out longer, providing faster response time and carrying more equipment (McManis, J. personal communication).

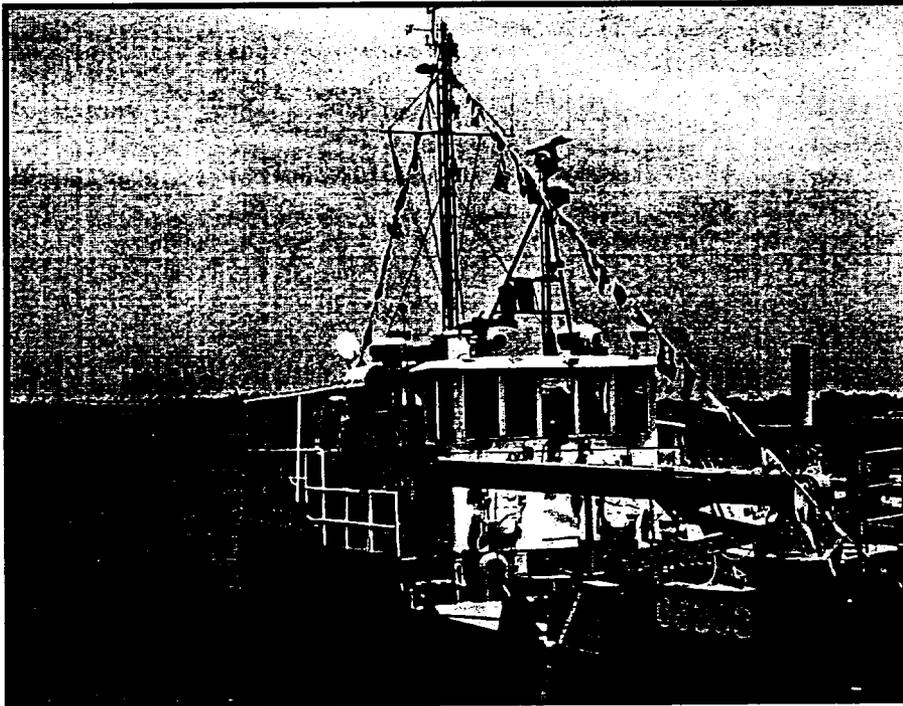


Figure 1
USCGC Blackberry (CG 65303-D)

Stationed at Sheffield, Alabama, from July 7, 1946, until April 1, 1950, the *USCGC Blackberry* worked the buoys on the Tennessee River. She was subsequently assigned to Paris, Tennessee, also on the Tennessee River, until she was relocated to Southport, North Carolina, on October 1, 1962, where she is today. The *USCGC Blackberry* pushed a barge when working AtoN on western rivers, but it was removed when she was relocated to Southport.

The *USCGC Blackberry* services over 500 navigational aids in the AtoN area extending from Bogue Sound to the North/South Carolina border. She and her crew are out as necessary. Following the 1999 hurricanes, she was at sea almost 3 weeks of every month (Lamb, T. personal communication).

The *USCGC Loganberry* was stationed at Paducah, Kentucky, working navigational aids on the Ohio River and its tributaries from August 1946 until November 11, 1951. She was stationed at Nashville, Tennessee, on the Cumberland River beginning November 12, 1951. The *USCGC Loganberry* was decommissioned in 1977 (Scheina 1990).

In 1942, the Birchfield Boiler Co. in Tacoma, Washington, built the *USCGC Blueberry*. She worked the inland waterways of the Pacific Northwest including the Columbia River (Gamble, D. personal communication) for her entire career. She was decommissioned in 1975 or 1976 (Scheina 1990).

The USCG also commissioned eight 100-foot inland buoy tenders between 1942 and 1945. The Dubuque Boat and Boiler Works built seven, and Birchfield Boiler Co built one. These tenders are similar in design to the 65-foot class and service short range AtoNs and conduct some ice breaking operations (Scheina 1990). Today, only one of these 100-foot tenders, the *Bluebell* in Portland, Oregon, is still active. The *Buckthorn*, built in 1962 by Mobile Ship Repair, Inc., in Sault Ste. Marie, Michigan, is also still active.

In 1954, the 65-foot tender class expanded with the commissioning of *USCGC Bayberry* and *USCGC Elderberry*, built by Reliable Welding Works, Olympia, Washington. The *USCGC Elderberry* has been home ported at Petersburg, Alaska, since commissioning on June 28, 1954.

From April 1 until mid-September, the *USCGC Elderberry* is out twice a month for an average of 4 days servicing approximately 260 AtoNs from Ketchikan to Juneau. Recent population and tourism growth in Alaska has greatly increased commercial traffic in these waters (Amberson, D. personal communication).

During the winter months, the *USCGC Elderberry* crew limits their work to the Wrangler Narrows or has maintenance and repairs conducted at the local shipyard. Her pilothouse was redesigned and replaced in 1990, the boom was replaced in 1989, and engines again in 1999.

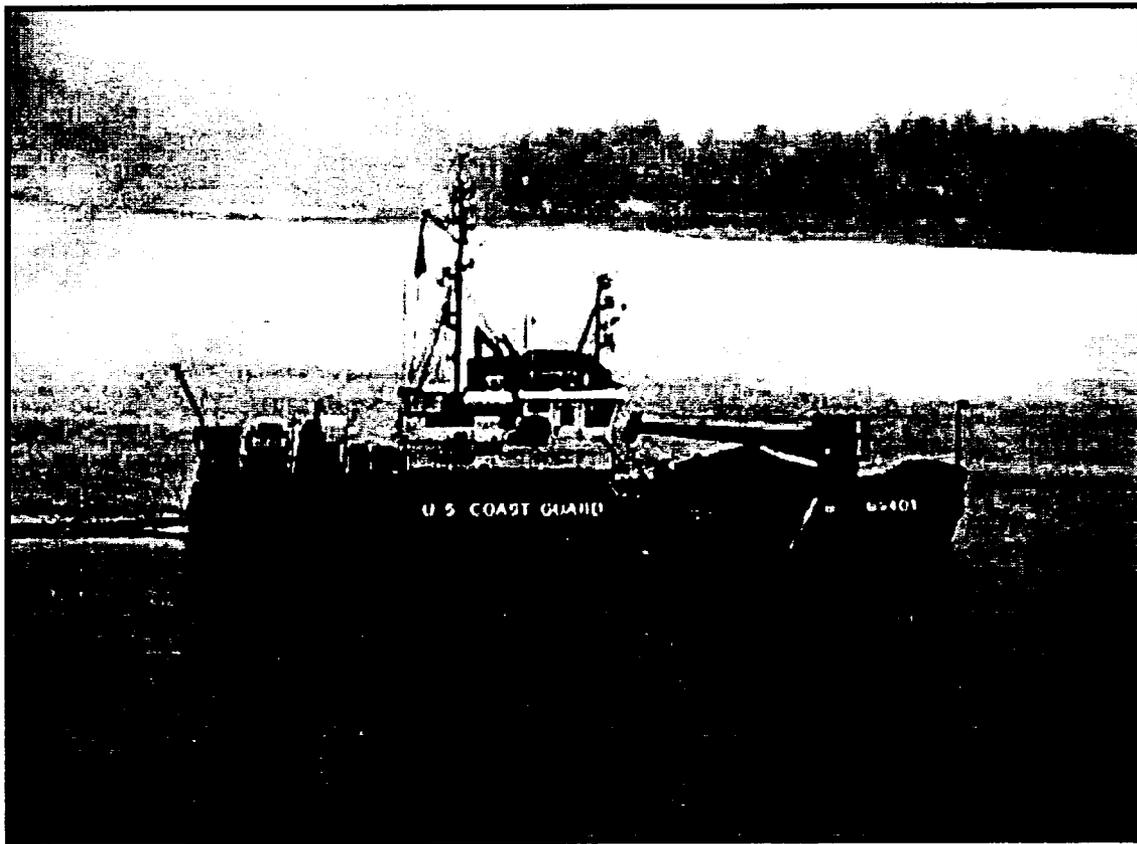


Figure 2
USCGC Elderberry (CG-65401-D)

The *USCGC Bayberry* has been home ported at Seattle, Washington, since September 1971, when the *USCGC FIR* was decommissioned. She was stationed at San Francisco, California, from 1954 until April 1961 and again from June 1963 until September 1971. She was stationed in Rio Vista, California from April 1961 until June 1963.

The *USCGC Bayberry* was originally built to operate in fresh water. However, the only modifications made for salt water may have been switching to nickel cadmium intake valves and piping (Gamble 2000). When she moved from San Francisco to Seattle, she was fitted with pusher knees and a barge due to the size of her new territory and the need to carry ample supplies. When the *USGCG Blueberry* was decommissioned, her barge was transferred to the *USCGC Bayberry*. As a result, the hull on the *USCGC Bayberry* was modified to accommodate the 60-foot by 20-foot barge, which afforded four times more supply room. Other modifications included new engines and a new hydraulic boom for the barge. She still has her original hull and the original pneumatic boom (Gamble, D. personal communication).



Figure 3
USCGC Bayberry (CG-65400-D) and the USCGC Osprey

The *USCGC Bayberry* is at sea twice a month for 5 days. The crew works from about 100 miles south of the Canadian border to Olympia, Washington, and services 216 AtoN, including 90 lights, 13 lighted buoys, 45 day beacons, and 68 unlighted buoys.

The Atlantic and Pacific coast tenders differ primarily in their engines and power plants. The *USCGC Chokeberry*, *USCGC Blackberry*, and *USCGC Loganberry* have single 8-cylinder diesel engines, single-screw propellers, and two 30-kilowatt diesel generators. The *USCGC Blueberry*, *USCGC Bayberry*, and *USCGC Elderberry* have two 8-cylinder diesel engines, twin-screw propellers, and two 40-kilowatt diesel generators. The Pacific coast tenders operate in stronger currents, requiring more power and maneuverability (Reynolds, B. personal communication). The Pacific coast tenders do more construction-related work, such as rebuilding heads and beach lights, since there are no construction tenders on the Pacific coast (Gamble, D. personal communication). All of the vessels have eight to nine crew members.

In addition to the designed intent, the 65-foot tenders also service other missions, including law enforcement, marine safety, search and rescue, training, and icebreaking. Table 2 illustrates missions and resource hours of each vessel from 1989 to 1999.

Table 2
Hours Spent by 65-Foot Tenders on Missions From 1989 to 1999

Mission	Elderberry (CG-65401-D)	Bayberry (CG-65400-D)	Blackberry (CG-65303-D)	Chokeberry (CG-65304-D)
Aids to Navigation	11,725	6,852	5,116	2,813
Marine Safety – port safety, port security, and marine environmental response	511	259	0	94
Local and state law and treaty enforcement	0	101	0	69
Defense readiness – military operations	0	11	0	0
Search and rescue	118	22	2	4
Ice operations	0	0	0	3
Support – public affairs and training	1,096	1,131	1,586	889
Total*	13,450	8,376	6,704	3,872

Source: U. S. Coast Guard Cutter– Abstract of Operations, Summary by Resource Report for years 1989 through 1999, WLI65 Class.

*The available hours remaining are spent on standby or for maintenance and repairs.

In the early 1960s, a new design of tenders were being commissioned to maintain the AtoN in the Mississippi, Ohio, Missouri, Illinois, Tennessee, Cumberland, Arkansas, and White Rivers, as well as on dozens of tributaries. Six 65-foot river tenders were built between 1960 and 1962 in Texas and Florida. These tenders were built specifically for working rivers. They pushed barges, which served as work platforms, storage areas, and machine shops. This freed up deck space on the vessels for larger enclosed areas, greater fuel capacity, and more powerful engines. In 1962, the *USCGC Blackberry* and *USCGC Chokeberry* were reassigned from the western rivers to the inland waterways of North Carolina. The *USCGC Loganberry* moved to New Orleans, Louisiana, on June 31, 1960, until she was decommissioned in 1977 (Scheina 1990).

Over the last 10 to 15 years, the AtoN program has advanced with technology. The battery-powered buoys are now solar powered. Today, the tenders are maintaining rather than replacing the buoys or their parts. Changing and charging batteries is no longer required, and because less storage space is now needed to transport parts into the waterways, smaller craft are now able to handle the missions (Reynolds, B. personal communication). The USCG is reassigning vessels to assume additional missions and territories, and as vessels reach their projected serviceable life, they are being decommissioned.

2.3 History of The USCGC Chokeberry

Each commissioned vessel was assigned to a USCG station. The *USCGC Chokeberry* was stationed at Chattanooga, Tennessee, on the Tennessee River from August 30, 1946, until July 1, 1960. She was then stationed at Sheffield, Alabama, also on the Tennessee River. On June 9,

1962, the *USCGC Chokeberry* was assigned to Southport, North Carolina. Coinciding with the *USCGC Chokeberry's* move from Alabama to North Carolina, a USCG policy changed to allow naming of 65-foot vessels, which included naming the *USCGC Chokeberry*. As a cutter, the *USCGC Chokeberry* was assigned an operational facility number, or OPFAC, making her a stand-alone vessel, separate from a station. The OPFAC number also entitled her to separate funding for her operations and maintenance, an underway schedule, and an officer in charge. On the western rivers, she was part of a class of six or seven small vessels and boats. At 65 feet and barely a cutter, her identity came from her assigned station.

The *USCGC Chokeberry* maintained the buoys from Morehead City, North Carolina to the North Carolina/Virginia border until March 30, 1982. At that time, a 55-foot boat was assigned to the northern coast of North Carolina to maintain the AtoNs and, on March 30, 1982, the *USCGC Chokeberry* was again reassigned. This time she was moved to Crisfield, Maryland, where she works today. Buoy work in the inland coastal waters differs from similar work in the western rivers. In the rivers, buoys may be moved as often as every 2 weeks to mark the shifting channel or water level. The buoys mark the edge of the channel. In the coastal rivers, the water level is more consistent. Coastal river channel buoys remain in a consistent location and are charted; river channel buoys are generally not charted (Hearn, S. personal communication). Coastal rivers also have different weather, tidal influences, and usually choppy water. Therefore, when the *USCGC Chokeberry* moved out of the western rivers, she shed her barge and obtained bulwarks.

Upon her move to Crisfield, Maryland in 1982, the *USCGC Chokeberry* began servicing the Chesapeake Bay area rivers, which up to that time were serviced by a 45-foot vessel (CG-45309-D). This 45-foot vessel did not have showers and was not as sea-worthy as the 65-foot vessels. Although the *USCGC Chokeberry* is slow (8 mile per hour), her shallow draft (3 feet 6 inches) allows her to cut across shallower waters, which makes her quicker in some situations. Her flat hull allows her to easily slide off the muddy bottom if she runs aground, not uncommon in shallow waters with depths affected by the tides. The *USCGC Chokeberry* services AtoNs on the Rappahannock (Virginia), Potomac (Maryland), Nanticoke, Wicomico, and Choptank Rivers, which are used primarily by fuel and gravel barges. Certain areas on these rivers shift due to changes in water levels and currents, but normally only once every couple of years in areas like the Chesapeake Bay. The northeasterly winds may cause shoaling in the Choptank River (Tarr, J. personal communication).

Lightning is a common cause of complete destruction of an AtoN. Ice can sheer a piling or lift a buoy and sinker (2000 pounds) and move it in the 2-1/2- to 3-foot tides. The *USCGC Chokeberry* maintains 270 lights (pole, board with number, light and power source), 278 day beacons (pole and board with number), and 85 buoys (unlit).

The buoy mission of the *USCGC Chokeberry* in Maryland has been consistent for the past 10 years, as winters have been very mild. On average, the *USCGC Chokeberry* is at sea about 12 times a year for 1 week, with 1 day spent traveling to the destination. She is too slow to be effective in search and rescue (Tarr, J. personal communication). During the months of January and February 2000, wind pushed ice into the Chesapeake Bay. Although the state's boat is faster and more efficient in ice breaking, it was needed elsewhere to keep the shipping lanes open. Consequently, the *USCGC Chokeberry* was in the Bay almost every day for 3 weeks on ice-breaking operations. These operations kept the lanes open for the island boats to run back and forth between Tangier and Smith Islands for medical supplies, mail, and groceries (Tarr, J. personal communication).

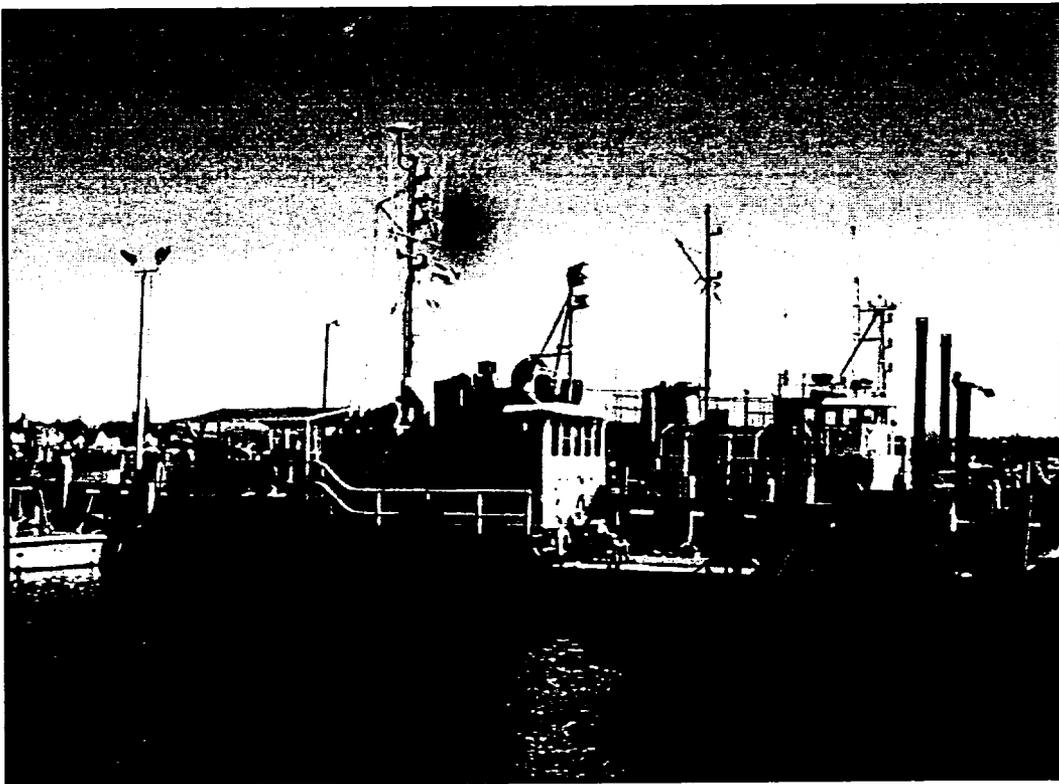


Figure 4
***USCGC Chokeberry* (CG- 65304-D)**

Over the years, modifications were made to the *USCGC Chokeberry* to upgrade technology for operations, and to enhance crew safety and comfort. Some of the major changes include:

- Replacing the steel doors of the bridge with stainless steel.
- Replacing the compass.

- Installing a quieter exhaust system.
- Replacing the main engine in 1983, adding horsepower.
- Replacing the pneumatic winch with a hydraulic system in 1998 or 1999. Prior to this time, the original winch and boom system used manual vang lines to pull the buoy on deck, requiring three to four additional men on the deck.
- Replacing the hull due to age.
- Adding air conditioning, new berths with under mattress storage, and lockers to increase comfort and efficiency.



Figure 5
***USCGC Chokeberry*, Crisfield, Maryland, Winter 1999-2000**

Even with the modifications, her officers-in-charge have described themselves as fair weather sailors. The *USCGC Chokeberry* does not have a high tolerance for weather nor does she have the capability to outrun bad weather (Tarr, J. personal communication). Chief William Callahan, Officer-in-Charge of the *USCGC Chokeberry* from 1993-1996, claims to hold her speed record of 10.8 knots while heading down the Potomac River on a receding tide (Callahan, W. personal

communication). Transit can only be done in 3- to 4-foot waves, and work in not over 2-foot waves. If the waves crest over 4 feet, the crew moves to a protected cove or marina.

The *USCGC Chokeberry* is what the USCG calls a mature class vessel; she is old and upgrades are currently made for safety consideration only. She is well suited in her area of operations, but she is not critical to today's USCG AtoN mission.

3.0 EVALUATING HISTORIC VESSELS FOR THE NATIONAL REGISTER OF HISTORIC PLACES

In order to be eligible for nomination to the National Register of Historic Places (NRHP), the vessel must be more than 50 years old, of a certain type, and meet certain criteria. The five historic vessel types that may be eligible for listing in the NRHP include:

- Floating historic vessels (more than 40 feet in length and weighing more than 20 tons);
- Dry-berthed historic vessels;
- Small craft (less than 40 feet in length);
- Hulks (substantially intact abandoned vessels not afloat); and
- Shipwrecks.

The vessel must meet one or more of the following four NRHP criteria:

- A. Be associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Be associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components lack individual distinction; or
- D. Yield, or be likely to yield, information important in prehistory or history (National Register Bulletin 20, 1992).

Once a vessel meets these criteria, it must also retain "integrity of location, design, setting, materials, workmanship, feeling, and association." The vessel must be "significant in American history, architecture, archaeology, engineering, or culture."

The *USCGC Chokeberry* is 56 years old and would qualify as a floating historic vessel. The NRHP guidelines, *How to Apply the National Register Criteria for Evaluation*, state that mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion

A. The property's specific association must be considered important, as well. This vessel, built as one of many buoy tenders of various sizes to service short-range AtoN on U.S. inland waters, in and of itself is not considered significant.

The NRHP guidelines, *How to Apply the National Register Criteria for Evaluation*, also state that Criterion B is generally restricted to those properties that illustrate, rather than commemorate, a person's achievements. Although the Dubuque Boat and Boiler Works has a locally and nationally important past, and built other now-significant historic vessels, the *USCGC Chokeberry* is not eligible under this criterion because it does not embody any of the unique characteristics that make the other vessels significant, and it is one of many vessels constructed by the boatyard to supply vessels to the USCG.

The *USCGC Chokeberry* is not eligible for listing under Criterion C because she does not embody distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity. Although a good representation of a vessel type, she is not the best or the sole representation. Although well suited to her job, she is not irreplaceable and is similar in design to other classes.

This vessel does not have additional information potential under Criterion D.

4.0 STATEMENT OF SIGNIFICANCE AND RECOMMENDATIONS

The *USCGC Chokeberry* does not meet the requirements for nomination to the NRHP as part of an historic class of vessels or as an individual vessel. The *USCGC Chokeberry* is not a nationally significant historic resource.

It is recommended, however, that upon her decommissioning, the logs, photographs, drawings, and other vessel records from the *USCGC Chokeberry*, along with a copy of this report, be placed in the *USCGC Chokeberry* files in the USCG Historian's Office in Washington, DC, for future archival research and interest. This report serves as historic documentation for this vessel.

THIS PAGE INTENTIONALLY LEFT BLANK

5.0 REFERENCES CITED, BACKGROUND SOURCES, AND PERSONS INTERVIEWED

5.1 References Cited

- Hall, Wes. 1997a. "Historical Context and Statement of Significance – Cactus, Mesquite, and Basswood Classes, United States Coast Guard 180-foot Buoy Tenders (WLBs)." Office of Cutter Management, U.S. Coast Guard, June 30, 1997.
- Hall, Wes. 1997b. "Historical Context and Statement of Significance – United States Coast Guard 133-foot Buoy Tenders (WLMs)." Office of Cutter Management, U.S. Coast Guard, June 30, 1997.
- Hall, Wes. 1997c. "Historical Context and Statement of Significance – Cactus, Mesquite, and Basswood Classes, United States Coast Guard 175-foot Buoy Tenders (WLMs)." Office of Cutter Management, U.S. Coast Guard, June 30, 1997.
- Marshall, Amy K. 1995. "A History of Buoys and Tenders." Commandant's Bulletin, U.S. Coast Guard, Washington DC, November 1995.
- Scheina, Robert L. 1990. U. S. Coast Guard Cutters & Craft, 1946-1990. U.S. Naval Institute Press. Annapolis, Maryland.
- U.S. Department of Commerce. 1947. "Buoys in Water of the United States," U.S. Government Printing Office, Washington, DC.

5.2 Background Sources

- "Keel Laid for First on New Class of WLICs." Commandant's Bulletin, U.S. Coast Guard, Washington, DC, June 14, 1947, pp. 12-13.
- "Launchings – Dubuque Boast and Boatbuilders." Dubuque County Historical Society, Dubuque, Iowa, November, 1970.
- National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation*. National Register Branch, Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, DC.
- National Register Bulletin 20: *Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places*. National Register Branch, Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, DC.

National Register Bulletin 34: *Guidelines for Evaluating and Documenting Historic Aids to Navigation to the National Register of Historic Places*. National Register, History and Education, National Park Service, U.S. Department of the Interior, Washington, DC.

“The Coast Guard on the Western Rivers,” 2nd Coast Guard District, Public Affairs Office, St. Louis Missouri, July 1993.

Treasury Department, U.S. Coast Guard, Form CGHQ-10025 (revision 1-54), Vessel Movement Record. Chokeberry U.S. Coast Guard Historian’s Office, Washington, DC.

Treasury Department, U.S. Coast Guard, Form CGHQ-10025 (revision 1-54), Vessel Movement Record. U.S. Coast Guard Historian’s Office, Washington, DC.

U. S. Coast Guard Cutter Quarterly Employment – Summary by Resource report for Fiscal Year 1996, 1997, and a summary from 1989 to 1999, WLI65 Class. Abstract of Operations. U.S. Coast Guard, Office of Cutter Management.

U.S. Coast Guard Boat Record, Form N.C. G-2580A, June 20, 1954. U.S. Coast Guard Historian’s Office, Washington, DC.

U.S. Coast Guard Boat Record, Form N.C. G-2580A, June 8, 1945. U.S. Coast Guard Historian’s Office, Washington, DC.

U.S. Department of Commerce. 1931. “Buoyage System of the United States,” U.S. Government Printing Office, Washington, DC.

5.3 Persons Interviewed

Amberson, Doug, Boatswain Mate Chief Senior (BMCS), 23 years with the USCG, Officer in Charge (OIC) of the *USCGC Elderberry* for 4 years, 1996 – present.

Callahan, William, Chief Warrant Officer (CWO), 20 years with the USCG. OIC of the *USCGC Chokeberry*, 1994-1996.

Campbell, Tacie, Curator, Mississippi Rivers Museum and Hall of Fame, Dubuque, Iowa.

Foster, Kevin, National Park Service Maritime Initiative, Washington, DC.

Gamble, Dennis, BMCS, 15 years with the USCG. OIC of the *USCGC Bayberry*, 1998 to present, Seattle, Washington.

Hearn, Steve, BMCS, 18 years with the USCG. OIC of the *USCGC Chokeberry*, 1996-1999.

Draft Historic Context and Statement of Significance
USCGC Chokeberry

Jewell, Ann, the *Belle of Louisville* and the *Mayor Andrew Broaddus*, Ohio River, Louisville, Kentucky.

Lamb, Toney W., Chief Petty Officer (CPO), 17 years with the USCG. OIC of the *USCGC Blackberry*, 1998 to present, Southport, North Carolina. .

McManis, Jonathan, 31 years with the USCG, retired. OIC on the *USCGC Chokeberry*, 1982 through 1984.

Reynolds, Bill, BMCS, 26 years with the USCG. OIC of the *USCGC Chokeberry*, 1988-1991; OIC of the *USCGC Blackberry*, 1981-1983.

Tarr, Jerry, CPO, 17 years with the USCG. OIC of the *USCGC Chokeberry*, 1999-present; OIC of the *USCGC Blackberry*, 1981-1983; XO of the *USCGC Chokeberry*, 1997-1999.

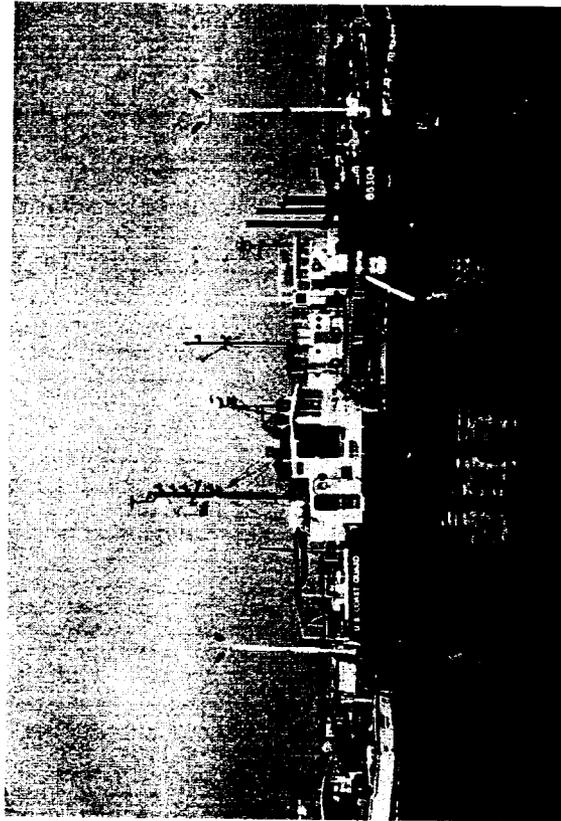
Spade, Tom, CWO, 22 years with the USCG. Crew on the *USCGC Chokeberry*, 1982-1986 (approximately), Washington, DC.

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX
ADDITIONAL PHOTOGRAPHS AND DRAWINGS

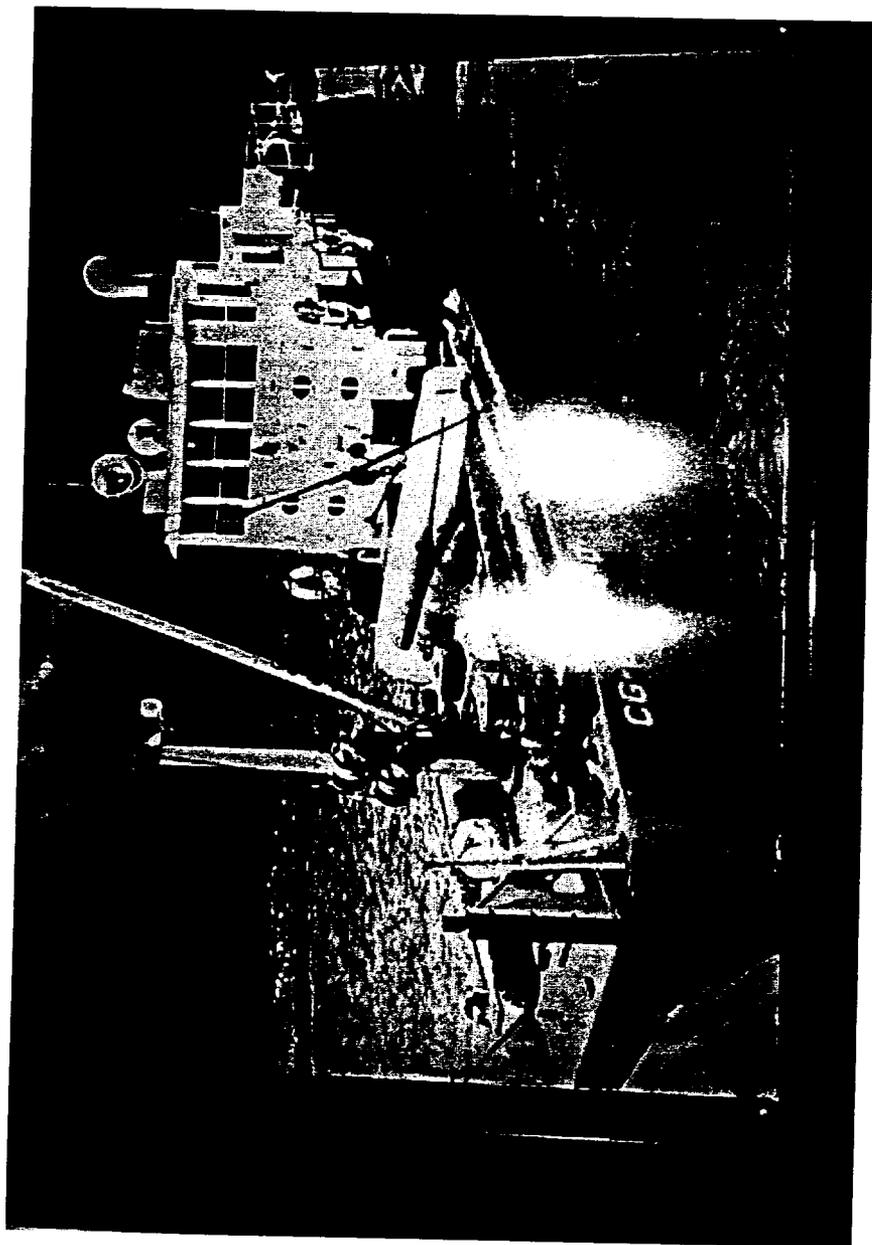
THIS PAGE INTENTIONALLY LEFT BLANK

Exterior Views of the USCGC Chokeberry, 2000

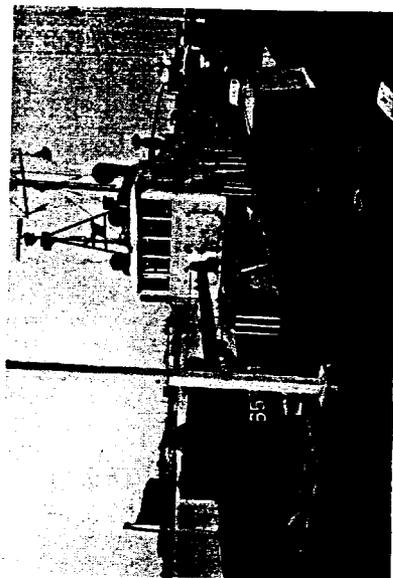


THIS PAGE INTENTIONALLY LEFT BLANK

Draft Historic Context and Statement of Significance
USCGC Chokeberry



CG 65304-D, On the Western Rivers, Prior to 1962 (No bulwarks)



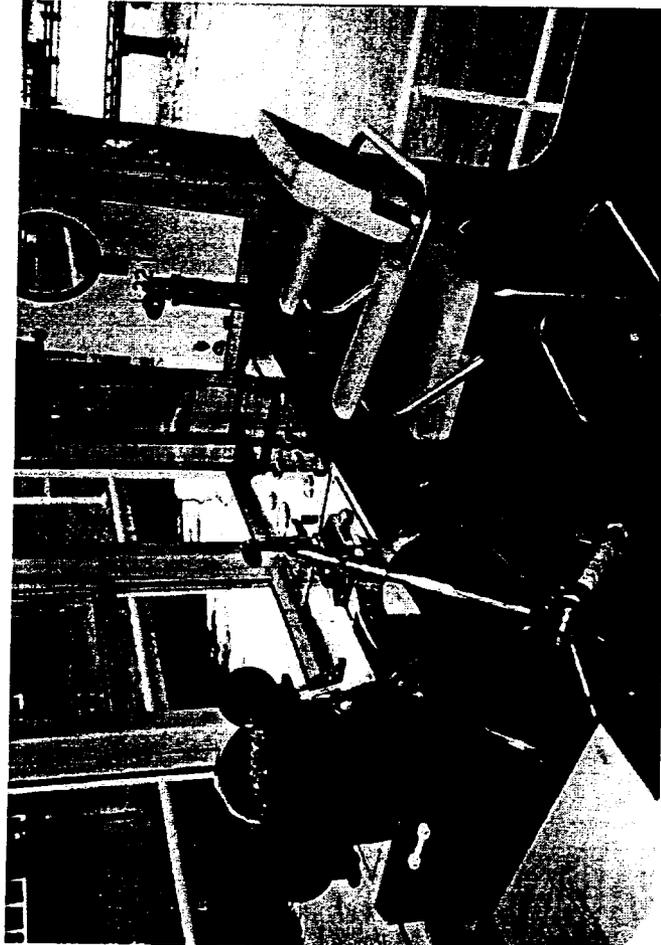
USCGC Chokeberry, March 2000

S-483

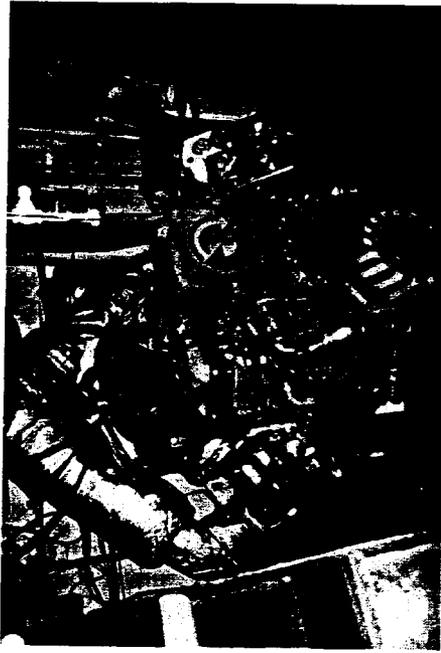
Draft Historic Context and Statement of Significance
USCGC Chokeberry

THIS PAGE INTENTIONALLY LEFT BLANK

Interior Photographs of the USCGC Chokeberry



USCGC Chokeberry Wheel House

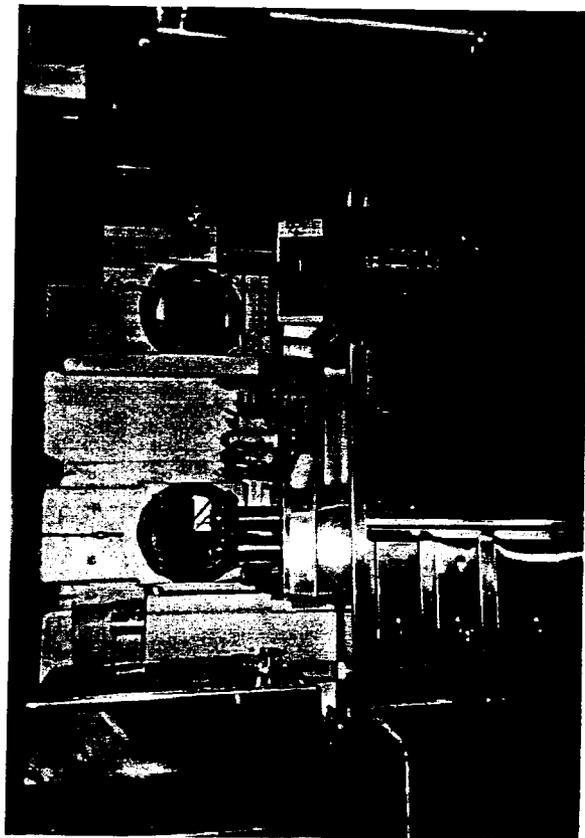


USCGC Chokeberry Diesel Engine

S-483

May 4, 2000

THIS PAGE INTENTIONALLY LEFT BLANK



USCGC Chokeberry Berthing Area



USCGC Chokeberry Galley

S-483

Draft Historic Context and Statement of Significance
USCGC Chokeberry

THIS PAGE INTENTIONALLY LEFT BLANK

Drawings of USCGC Chokeberry

(Have not received drawings yet)

S-483

May 4, 2000

A-11

S-483

Draft Historic Context and Statement of Significance
USCGC Chokeberry

THIS PAGE INTENTIONALLY LEFT BLANK

S-483

S-483

USCGC CHOKEBERRY
Crisfield, Maryland

NO MAP LOCATION AVAILABLE.