

U. S. COAST GUARD CUTTER TANEY STORY

Thirty years ago, on June 3rd, 1936, the Coast Guard Cutter Taney was christened at the building yard, the Philadelphia Navy Yard, one of seven of her class. 327 feet, 41 foot beam, 12 foot 6 inch draft and 2700 tons displacement, she was, along with her sister ships, the largest Coast Guard Cutter in commission. Today the Taney, considerably modified in equipment and somewhat in appearance, but still with the original boilers and steam turbines, plus many other items of equipment, continues to perform her assignments with speed and dexterity.

The Taney's home port is Alameda, California, from whence she sails on her assigned missions. These include taking her turn on Ocean Station November (midway between San Francisco and Hawaii) and Ocean Station Victor (midway between Tokyo and Midway); enforcing maritime law; sailing on Alaskan Patrol; participating in Navy Refresher training annually in order to be ready to be a part of that Armed Force if required; and of course Search and Rescue missions at any time. The Taney's duties on Ocean Station, a three week patrol period within a square of 10 miles on a side, consists of obtaining weather observations for transmitting to San Francisco, providing navigational positions for transoceanic aircraft, obtaining oceanographic data, and standing by as a continual emergency standby ship for any plane or ship requiring assistance.

The Taney's 30 year history is an interesting one. Her first home port was Honolulu. Between the time of her arrival in 1936 to December 7th, 1941 (Pearl Harbor Day), she was the largest search and rescue cutter in the Pacific; she was also on 24 "Equatorial Cruises." These cruises were accomplished in cooperation with the Department of the Interior, in supplying and aiding the Department of the Interior Colonies on the Equatorial islands of Howland, Baker, Canton, Enderbury, Tuitila, Jarvis and Palmyra. Additionally, at the request of the Executive Department of the U. S., the Taney cooperated with Pan American Airlines in the establishment of Pacific stations at various of the above named islands.

When the Japanese attacked Pearl Harbor, the Taney was moored in Honolulu. When anti-aircraft fire was first observed, she opened fire within 4 minutes with her 3" guns and 50 caliber machine guns. All hands were on board within 10 minutes and the Taney was ready for sea. She immediately began anti-submarine patrols in the vicinity of Pearl Harbor and with Navy ships made attacks on Japanese miniature submarines.

The Taney made the 24th Equatorial Cruise in early 1942 and then was assigned to Honolulu entrance patrol and offshore patrol through 1943. The Taney, along with the entire Coast Guard, was now operating as part of the Navy.

In early 1944 the Taney went to the Boston Navy Yard and was converted for anti-submarine convoy duty. She made 3 round trips between New York and Bizerte, North Africa, between May and October 1944. Between November 1944 and January 1945 the Taney was in Boston Navy Yard where she was converted to an AGC (amphibious flagship with special communications facilities). After shakedown at Norfolk, she went through the Panama Canal to San Diego, arriving on 13 February 1945.