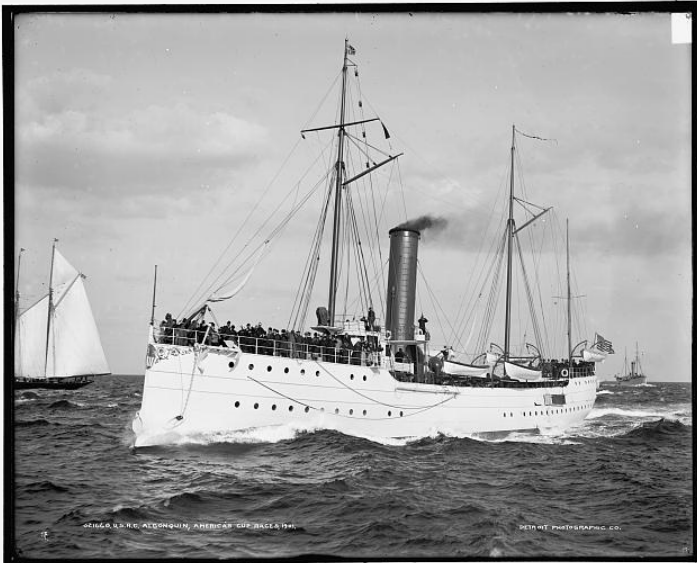


U.S. Coast Guard History Program

Algonquin, 1898



The cutter *Algonquin* was named for one of the most populous and widespread North American Native groups, with tribes originally numbering in the hundreds and speaking several related dialects. They inhabited most of the Canadian region south of Hudson Bay between the Rockies and the Atlantic Ocean and, bypassing select territories held by the Sioux and Iroquois, the latter of whom had driven them out of their territory along the St. Lawrence and Ottawa rivers in the 17th and 18th centuries.

Class: Algonquin

Builder: Globe Iron Works, Cleveland, Ohio

Completed: Commissioned 20 June 1898

Decommissioned: 11 December 1930; sold

Length: 205'6"oa

Navigation draft: 13'6" draft

Beam: 32'

Displacement: 1,181 tons

Propulsion: triple-expansion steam, 25", 37.5", and 56.25" diameter by 30" stroke, 16 knots top speed

Complement :

1918: 8 officers; 5 warrants

1930: 10 officers, 63 men

Electronics: 1 x 2-KW DeForest spark transmitter with accompanying receiver (installed sometime prior to World War I)

Armament:

1918: 3 x 4-inch guns; (1500 rounds of ammunition stored in two magazines fore and aft); 16 x 300-lb depth charges; 4 x Colt machine guns; 2 x Lewis machine guns; 18 x .45 Colt pistols; 15 x Springfield rifles.

1930: 2 x 6-pdrs RF, 3 x .50-cal

Cutter History:

The second cutter to carry the name *Algonquin* was constructed at Cleveland, Ohio, in 1897 by the Glove Iron Works under contract for \$193,000. She was placed in commission in the United States Revenue Cutter Service as a First Class Cruising Cutter on 20 June 1898. She was immediately assigned to service with the Navy because of the 24 March 1898 Executive Order by President William McKinley that instructed the Revenue Cutter Service "to cooperate with the Navy." She departed the Globe Shipyard on 22 June 1898 for Ogdensburg where she was cut in half and taken through the canals to the Atlantic coast. Her hull was reconnected when the "two halves" reached Montreal.

Once on the Atlantic coast *Algonquin* was assigned to the North Atlantic Fleet. Records are scanty regarding the exact nature of her service during the Spanish American War. There is nothing to suggest that she ever participated in an engagement, nor did she capture any prizes. It is probable that she did not serve on the Cuban blockade but, rather, replaced ships of the North Atlantic Fleet patrolling home waters. She served with the Navy until 17 August 1898 at which time she resumed operations under the Treasury Department.

Over the next two decades, *Algonquin* conducted normal Revenue Cutter Service/Coast Guard cruises. Initially, she operated along the east coast of the United States with periodic assignments to the West Indies. A break in that

routine came in September of 1900 when she departed Baltimore, Maryland, bound for Galveston, Texas, and duty in the Gulf of Mexico.

During this time the *New York Times* on 29 September 1901 reported that *Algonquin* won a race with other cutters of her class while the cutters were patrolling the 1901 America's Cup Race off New York:

RACE OF REVENUE CUTTERS: The Algonquin Proves the Proves the Fastest in Test of Engines—Guests on Board.

On board the revenue cutter *Algonquin*, the third patrol boat on the leeward side of the course, the guests of Capt. Owen S. Willey were treated to a small race all their own. Capt. John W. Collins, engineer in chief of the Revenue Service of the United States, happened to be on board the *Algonquin*, and, as he had built the engines for most of the revenue cutters present, *Onondaga*, *Gresham*, *Windom*, *Seminole*, &c., he wanted to see which could do the best. The chief officers of the various boats named were no less anxious for a trial of speed, so when the *Gresham*, the flagship, started for the stakeboat at 9 o'clock the others got away as soon after as they could.

The *Seminole* followed close on the heels of the *Gresham*, but the *Algonquin* and the *Onondaga* were delayed by late-arriving guests, so they were nearly five minutes behind the others in starting. The *Algonquin* soon had her engines going 145 to the minute without an ounce of forced draught while all three of the others were belching forth the tell-tale black clouds, yet the *Algonquin* easily distanced the others, and in spite of her handicap at the start, reached the stakeboat almost at the same time as the *Gresham* and the *Seminole*, while the *Onondaga* was left hopelessly in the rear.

That tour of duty lasted until 25 November 1901 at which time the cutter returned to the east coast at Charleston, South Carolina. She gained the distinction of being the first cutter to have a radio apparatus permanently installed aboard when on 6 November 1907 at the Newport News Shipbuilding and Drydock Company, Mr. J. S. Murphy, a representative of the DeForest Company, installed a 2-kilowatt DeForest spark transmitter with accompanying receiver in the cutter at a total cost of \$2,470.22.

She then resumed her east coast-West Indies duties. On 22 March 1915 she was ordered to enforce the nation's neutrality laws, and this and her normal Revenue duties occupied her time up until the United States formally entered World War I by which time she was serving out of Astoria, Oregon, while assigned to the Northern Division of the Pacific coast. When the United States

joined the Allies in the war against the Central Powers on 6 April 1917, the Coast Guard was transferred to the jurisdiction of the Navy. *Algonquin*, at that time, was at the Depot at Arundel Cove, Maryland, undergoing a refit. When returned to active service the cutter was assigned to the 5th Naval District and was based at Norfolk for the first five months of this stint of naval service. She was under the command of Captain Byron L. Reed. After Reed read the mobilization orders to the assembled crew the cutter got underway for Baltimore where she assisted U.S. marshals in seizing three German merchant vessels interned there since 1914. Once that mission was completed *Algonquin* got underway for Norfolk where she was painted a wartime gray. After patrolling the submarine nets at the entrance to the Chesapeake Bay she returned to the Navy Yard where she was outfitted with four 3-inch guns along with modern fire-control equipment and after calibrating her magnetic compass she resumed her patrols off Cape Henry.

In May, 1917, she was ordered to the 7th Naval District and arrived at Key West on 13 May. There she was designated as the flagship to Patrol Squadron Three which was based out of Guantanamo Bay, Cuba. Late in September, she embarked upon a 16-month tour of duty in European waters. Assigned to Division 6, Squadron 2, Patrol Force, she operated from the base at Gibraltar and served as a convoy escort. She arrived in the war zone on 16 October 1917 and conducted a total of 10 round trips between Gibraltar and the United Kingdom and 10 round trips between Gibraltar and the Azores, steaming approximately 60,000 nautical miles. During those voyages *Androskoggin* safely escorted over 750 ships to their destinations. She encountered enemy submarines twice, one of which fired upon her with a deck gun and another shot a torpedo at the cutter and missed. During her tour of duty she made port calls in England, Portugal, Wales, Azores and Spain before departing the war zone on 9 January 1919 for the U.S.

While still under Navy control, the cutter departed New York on 26 June 1919, bound for the west coast. On 28 August, after her arrival in the 13th Naval District, she was returned to Treasury Department jurisdiction. For the remaining 11 years of her Coast Guard service, *Algonquin* patrolled the Pacific Northwest and the islands and coast of Alaska.

On 19 February 1920 she steamed for Alaskan waters on a cruise to enforce the fishing regulations and returned to Seattle on 29 March. On 15 April she was detached from the Northern Division and assigned to the Bering Sea Patrol, steaming for Hyder, Alaska, on the 30th and remained based there until 20 October. Another trip that year was made to Alaska from 28 October to 2 December 1920.

In 1921 she steamed for Alaska on 27 April and remained there until 2 October. The following year she steamed to Sitka on a cruise to protect seals and on 11 June 1922 was at Vqashik Bay, transporting witnesses for the Justice Department.

The cutter visited Ikatan and Unalaska and on 11 July was at St. George with the Secretary of Commerce and his staff, along with Bureau of Fisheries' officials, aboard. *Algonquin* returned to Astoria, Oregon on 14 October to resume station.

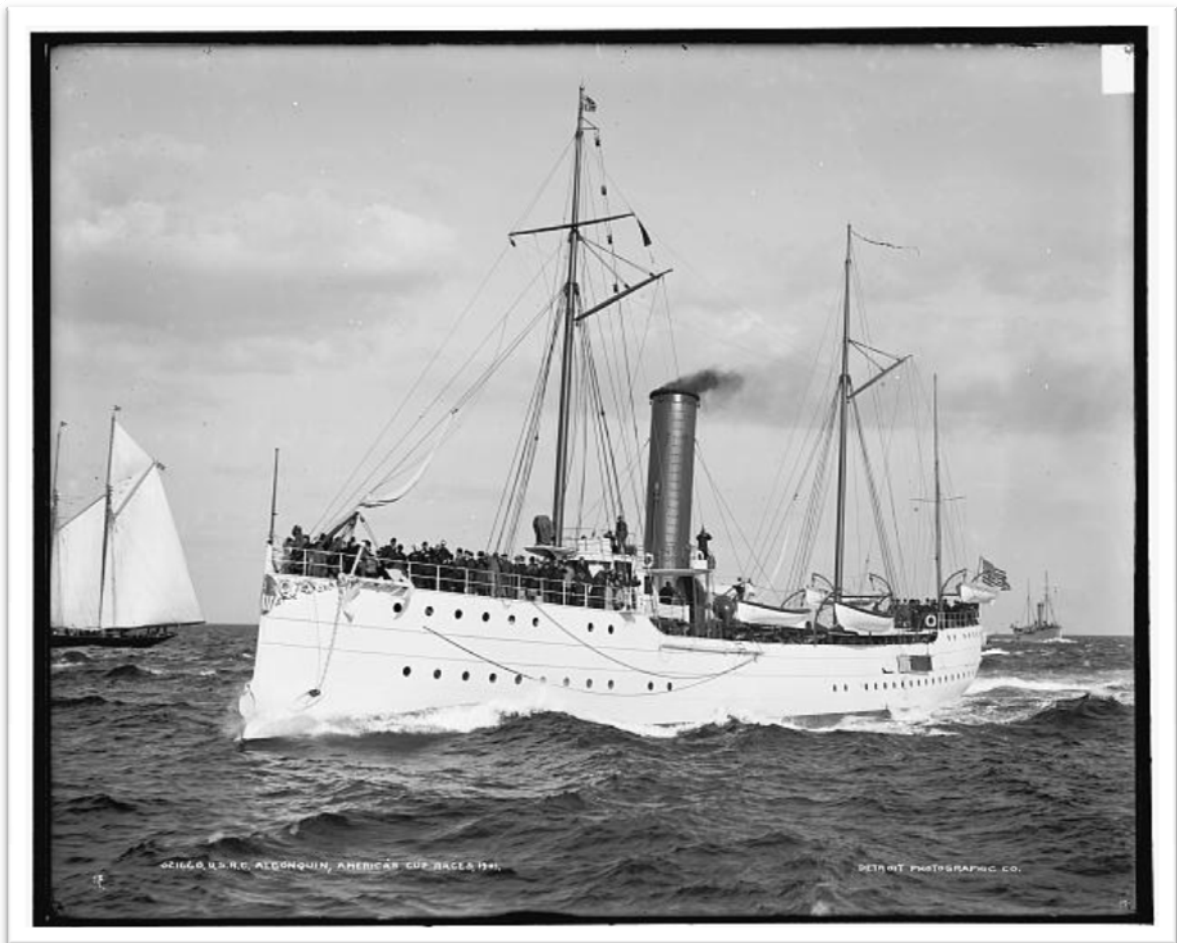
On 16 March 1923 she was preparing for another cruise to Alaska, reporting to Bremerton Navy Yard on the 26th for armament, and steaming for Ketchikan on 20 April and for Sitka on 27 April for the seal patrol. On 30 May she reported at the Harris Cannery to receive and insane person for transportation. She arrived at Nome on 17 October, steaming from Evans Bay on 11 November for Seattle where she arrived on the 19th.

In 1924 she steamed for Unalaska on 6 April and spent the month of April in cooperation with the U.S. Army fliers in their famous "World Flight" venture whereby a number of Army aircraft attempted to circumnavigate the globe. The month of May was spent searching for a missing Army aircraft. After rendering assistance to native villages she departed Unalaska on 27 August for Astoria, Oregon, arriving there on 24 September 1924.

The 1925 Patrol began on 5 June when she departed for the Bering Sea, and lasted until 2 November 1925 when she arrived back in Seattle. She was again assigned to the Bering Sea Patrol Force in 1926, steaming for Unalaska on 5 June and remained on patrol until 27 October when she returned to Seattle and later to Astoria. On 16 November 1927 she was ordered to San Francisco but on 20 January 1928 was again assigned to the Astoria station.

On 14 February 1929 she left Astoria for a new permanent station at San Pedro, California and on 29 October 1930 was ordered to proceed to San Francisco for decommissioning. *Algonquin* was decommissioned there on 11 December 1930, whereby she was sold to the Foss Launch & Tug Company, Tacoma, Washington, on 23 September 1931 for \$3,755.

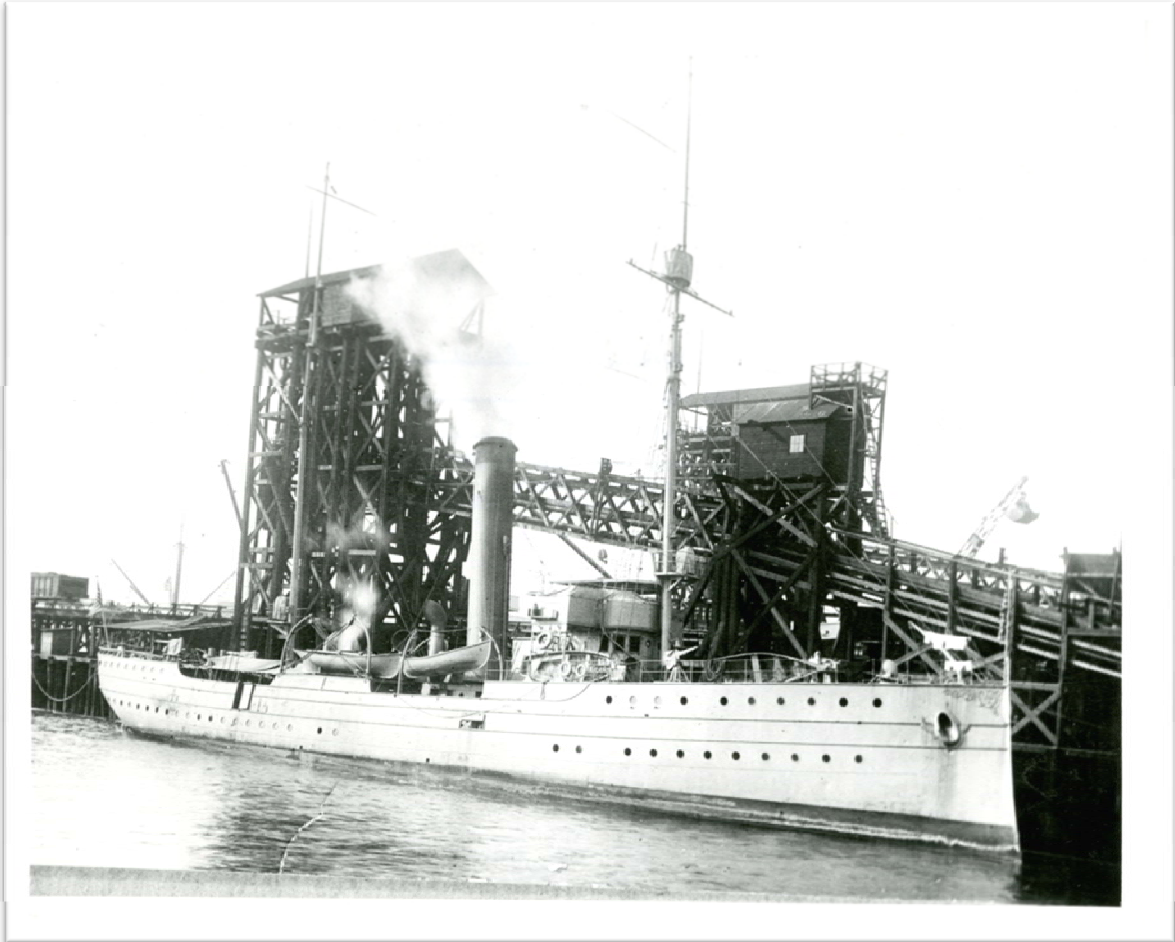
Photographs:



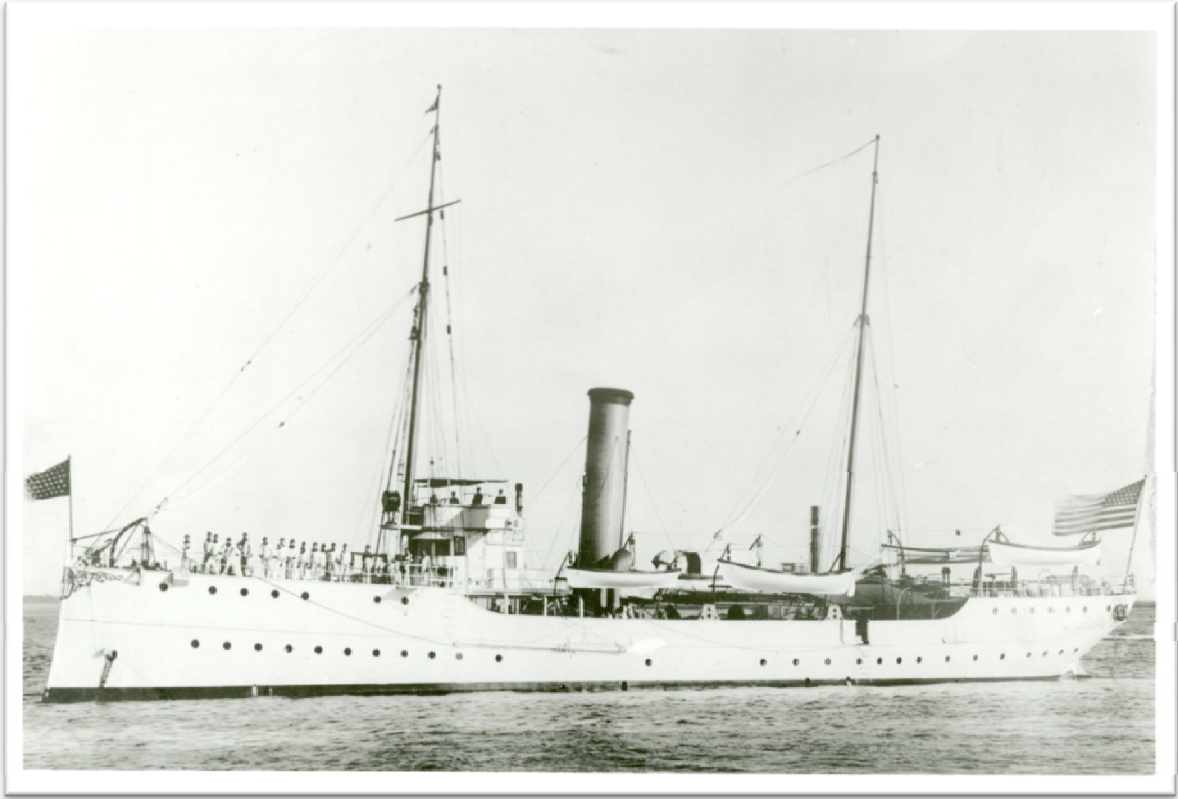
"USRC *Algonquin*, America's Cup Race, 1901"; photo by Detroit Photographic Co.
Library of Congress Photo, No. 4a15299.



“After the Race, America’s Cup Race, Oct. 4, 1901, U.S.R.C. *Algonquin*”; photo by Detroit Photographic Co.
Library of Congress Photo, No. 4a15297.



Algonquin, no caption/date; Neg. No. 148-2; Marine Photo Shop-Joe D. Williamson photo.



Algonquin, no caption/date/photo number; photographer unknown.



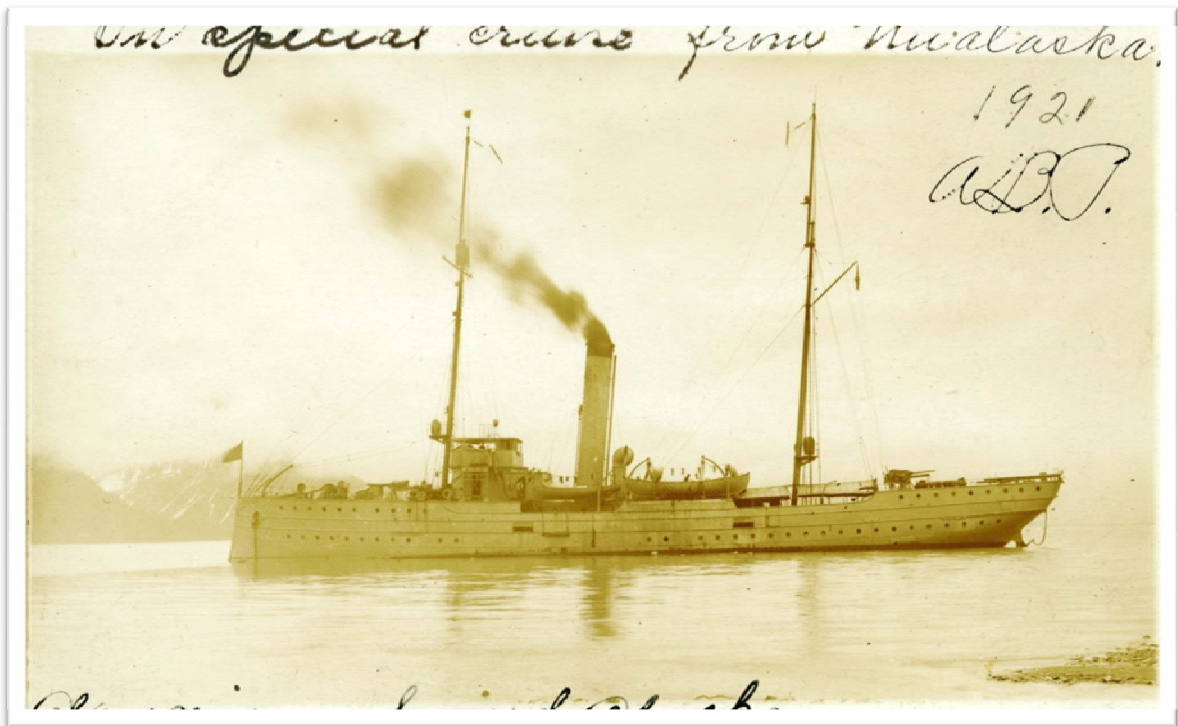
"U.S.S. ALGONQUIN [;] St. Thomas D.W.I. Oct. 14th – 1906 – LT. W. E. Atlee Commanding."
No photo number; photographer unknown.



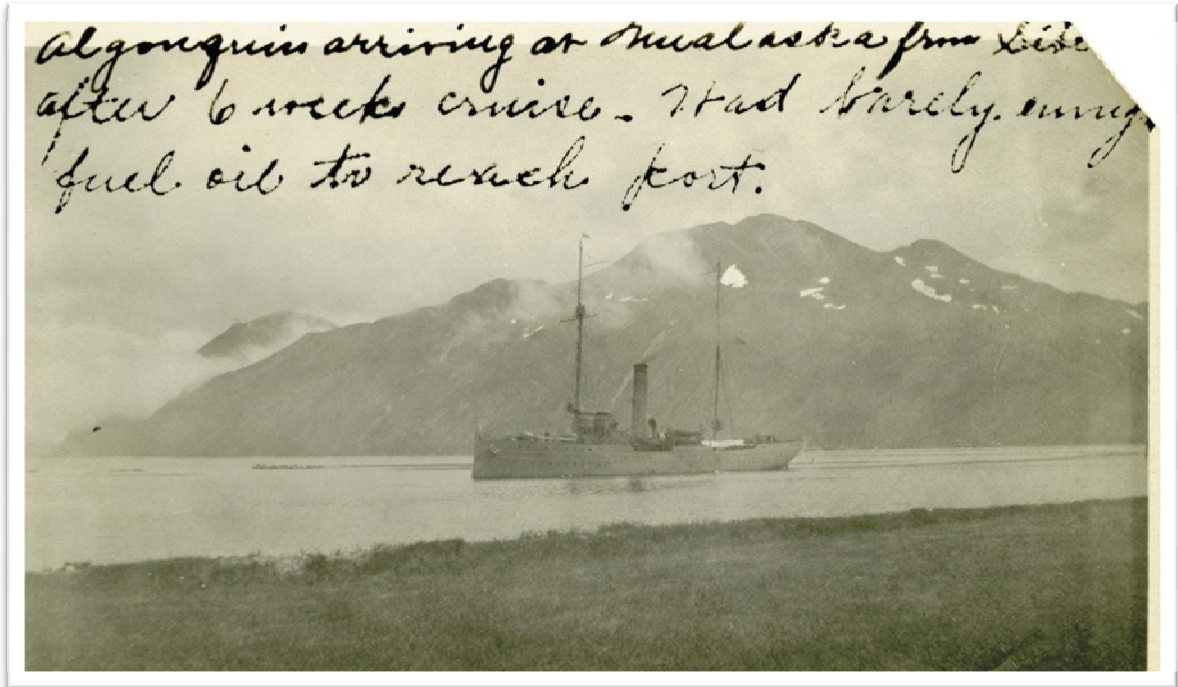
Algonquin-Class cutter (cutter not identified); no date/photo number;
courtesy of Arthur W. Mears.



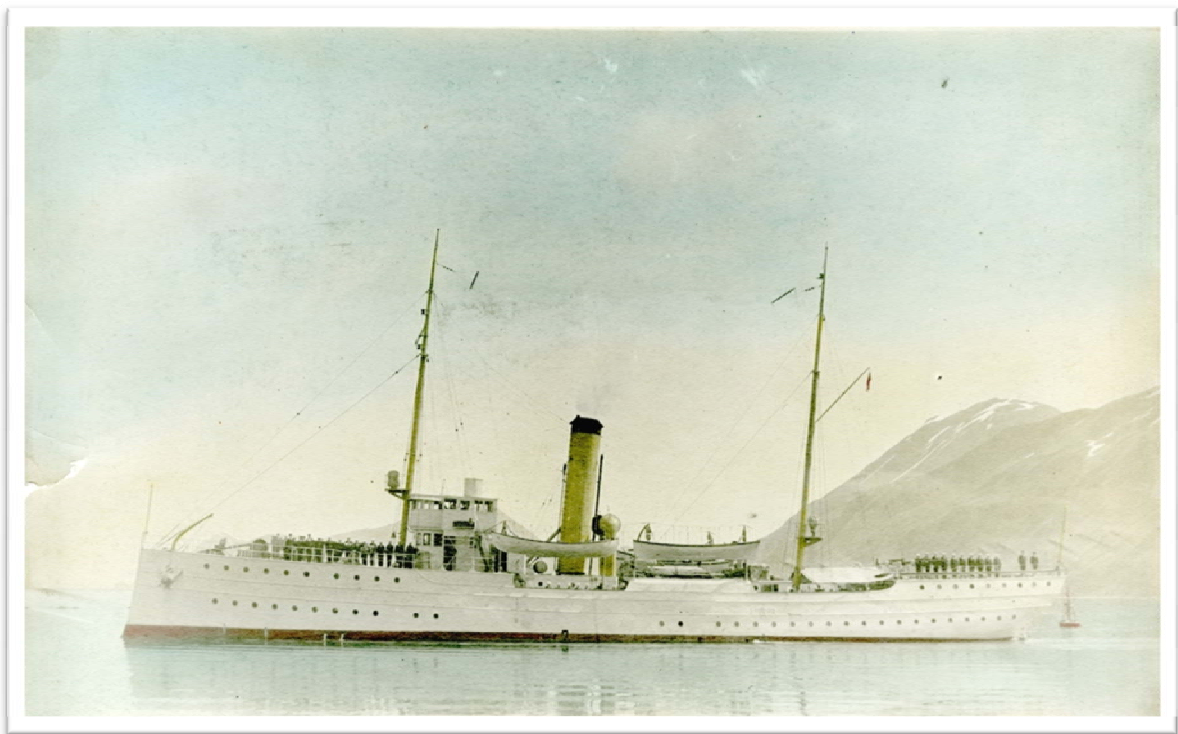
"Algonquin breaking ice at Ft. Liscom, Alaska, 1920 A.B.P."
Photo by Williams & Rossell, no photo number.



"On special cruise from Unalaska, 1921 A.B.P."
Postcard image.



"Algonquin arriving at Unalaska from Siberia after 6 week cruise – Had barely enough fuel oil to reach port. August 7 – 1922." No photo number/photographer unknown.



"U.S.S. ALGONQUIN. Unalaska, Alaska, June 19, 1926. Photograph made unexpectedly. Shows ALGONQUIN arriving at Unalaska Base, 1926." No photo number; photographer unknown.

Sources:

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