

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

INGHAM (USCGC)

Page 1

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Ingham (USCGC)

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

2. LOCATION

Street & Number: East quay wall at the Truman Waterfront (at end of Southard Street).

Not for publication: N/A

City/Town: Key West

Vicinity: N/A

State: Florida County: Monroe Code: 087

Zip Code: 33041

3. CLASSIFICATION

Ownership of Property
Private: X
Public-Local:
Public-State:
Public-Federal:
Object:

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

Number of Resources within Property

Contributing

1

1

1

Noncontributing

buildings

sites

structures

objects

Total

Number of Contributing Resources Previously Listed in the National Register:

Name of Related Multiple Property Listing:

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 2

National Register of Historic Places Registration Form

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, 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

INGHAM (USCGC)

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

6. FUNCTION OR USE

Historic: Transportation

Sub: Water-related

Current: Recreation and Culture

Sub: Museum

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: N/A

MATERIALS:

Foundation: Steel

Walls: Steel

Roof: Steel

Other:

Describe Present and Historic Physical Appearance.

The “Secretary Class” U.S. Coast Guard cutter *Ingham* (WPG, WACG, WHEC-35), decommissioned in 1988 and a National Historic Landmark, was de-accessioned on August 20, 2009, from the Patriots Point Naval & Maritime Museum in Mount Pleasant, South Carolina, due to financial circumstances that restricted the continued maintenance of the vessel; ownership was transferred to the Miami-Dade Historical Maritime Museum. *Ingham* became a floating museum exhibit at the Truman Waterfront in Key West, Florida. *Ingham* is one of two historic vessels berthed at the Truman Waterfront; the other vessel is the USS *Mohawk* CGC (WPG-78). The *Ingham* was towed from Charleston, South Carolina to Key West, Florida under an approved Coast Guard Tow Plan and a Trip and Tow Plan, and was towed by a certified tow company. The *Ingham* was insured for the tow and was approved for towing by the U. S. Coast Guard. Artifacts were removed from the ship and put into secure storage during transit and again placed on board upon arrival at Key West, Florida. The *Ingham* is berthed in the water at the east quay wall of the former U.S. Naval Station Key West and Key West Submarine Base located in the Truman Waterfront in the historic Harry S. Truman Annex (Florida Heritage Landmark) using the same orientation as at Patriots Point. The former Key West Submarine Base was operational from c. 1939 until 1974. The berth at the Truman Waterfront is certified as a heavy weather pier built by the U.S. Navy to the highest standards. The *Ingham* has a 10 year lease with renewable options. The new location at the Truman Waterfront does not negatively impact either the significance or the integrity of the vessel. There are no historical or archeological resources at the new vessel site that are impacted.

***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-pounders and a single 1-pounder. As armed during World War II, *Ingham* carried two 5-inch/38 caliber guns, six 40 mm guns on twin mounts, K-guns, depth charge racks, and eight 20 mm 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 an Mk 26 director, now replaced with an 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

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

² Ibid.

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 5

National Register of Historic Places Registration Form

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 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. One other difference should be noted. When presented to Patriots Point, *Ingham* carried two plastic 25-foot motor lifeboats to port and starboard amidships. However, when transferred to the Miami-Dade Historical Maritime Museum, the *Ingham* carried one plastic 25-foot Coast Guard lifeboat and one Coast Guard RHIB (rigid-hulled inflatable boat) to port and starboard amidships. These minor changes notwithstanding, *Ingham* retains the salient characteristics and exemplifies the appearance of her type.

Ingham, when decommissioned and presented to Patriots Point was left in ready condition, with manuals, watchbills, equipment, gear, and uniforms; all of which were transferred to the Miami-Dade Historical Maritime Museum in 2009. 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.

³ Plans of *Ingham*, circa 1970, on file with the Miami-Dade Historical Maritime Museum.

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 6

National Register of Historic Places Registration Form

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 X C D E F G

NHL Criteria: 1, 4

NHL Criteria Exception: 2

NHL Theme(s):

IV. Shaping the Political Landscape
 3. Military institutions and activities
 VIII. Changing Role of the United States in the World Community
 1. International relations

Areas of Significance:

Maritime History
 Military
 Architecture (Naval)

Period(s) of Significance: 1935-1944

Significant Dates: 1935, 1941

Significant Person(s): N/A

Cultural Affiliation: N/A

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

Historic Contexts:

XIV. Transportation
 B. Ships, Boats, Lighthouses & Other Structures.

VIII. World War II
 A. The War in Europe, Africa and the Atlantic, 1939-1945
 B. War in the Pacific, 1941-1945

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

The “Secretary Class” (also known as the “Treasury Class”)⁴ 327-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 an 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 U.S. 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 seventeen 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 twelve 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 territories. 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.

This property meets criterion Exception 2: “A building or structure that has been moved from its original location” because the *Ingham*, designed to be a movable property, retains her setting, association, and feeling with the sea in her new location at the Truman Waterfront in Key West, Florida. The *Ingham* is maintained in water at the site of the former U.S. Naval Station Key West and Key West Submarine Base, a historically appropriate setting for the vessel. The *Ingham* was associated with Key West, Florida, during the 1980 Mariel Boatlift when she participated in rescue operations, saving lives at sea and escorting two Cuban refugee vessels to Key West.⁵ The move had no negative impact on her applicable National Historic Landmark Criteria.

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 1935.⁶ 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*

⁴ United States Coast Guard, Historian’s Office, U.S. Coast Guard Combat Cutters of WWII,” http://www.uscg.mil/history/webcutters/WPG_Photo_Index.asp (accessed March 26, 2010). United States Coast Guard, Historian’s Office, “*Ingham*, WPG/WAGC/WHEC-35 (Ex-*Samuel D. Ingham*),”

http://www.uscg.mil/History/WEBCUTTERS/Ingham_WPG_35.asp.

⁵ United States Coast Guard, Historian’s Office, “*Ingham*, WPG/WAGC/WHEC-35 (Ex-*Samuel D. Ingham*),” http://www.uscg.mil/History/WEBCUTTERS/Ingham_WPG_35.asp.

⁶ The *Ingham* is named for Samuel D. Ingham, a well known manufacturer and long-time member of the U.S. House of Representatives for the state of Pennsylvania. He served as Andrew Jackson’s Secretary of the Treasury from 1829-1831. United States Coast Guard, Historian’s Office, “*Ingham*, WPG/WAGC/WHEC-35 (Ex-*Samuel D. Ingham*),”

http://www.uscg.mil/History/WEBCUTTERS/Ingham_WPG_35.asp.

(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.⁷

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, 1941.⁸

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 seventeen 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 war torn Europe.⁹

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 Rennselaer*, who had been left adrift after being torpedoed while with another convoy on the 2nd.¹⁰ 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 the 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.¹¹

⁷ Scheina, *Coast Guard Cutters*, 14.

⁸ Ibid.

⁹ 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.

¹⁰ Malcolm E. Willoughby, *The U.S. Coast Guard in World War II* (Annapolis, Naval Institute Press, 1957), 121.

¹¹ Ibid., 198. See also Waters, *Bloody Winter*, 109-112.

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."¹² For the next year, until mid-1944, the cutter escorted twelve 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.¹³

Ingham was converted to an AGC at the Charleston Navy Yard between August 1 and October 21, 1944, before being sent to the Pacific.¹⁴

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 sixty-two 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.¹⁵

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 1980.¹⁶

¹² Waters, *Bloody Winter*, 82.

¹³ Willoughby, *U.S. Coast Guard in WWII*, 141.

¹⁴ Scheina, *U.S. Coast Guard Cutters*, 14.

¹⁵ Willoughby, *U.S. Coast Guard in WWII*, 294, 198-299; Scheina, *U.S. Coast Guard Cutters*, 14.

¹⁶ Scheina, *U.S. Coast Guard Cutters*, 31-32. See also Lt. 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, DC.

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 10

National Register of Historic Places Registration Form

Ingham was decommissioned on May 27, 1988, at the time as the oldest commissioned warship in the United States. In her fifty-one-year career, the cutter 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.

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 11

National Register of Historic Places Registration Form

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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

Tulich, Lt. Eugene N., CWO Paul C. Scotti, and PO Kenneth Arbogast. "The United States Coast Guard in South East Asia During the Vietnam Conflict," Manuscript, U.S. Coast Guard Public Affairs Division, Washington, DC, 1986.

Waters, John M. *Bloody Winter*. Annapolis: Naval Institute Press, 1984.

Willoughby, Malcolm E. *The U.S. Coast Guard in World War II*. Annapolis: Naval Institute Press, 1957.

Plans of *Ingham*, circa 1970, on file with the Miami-Dade Historical Maritime Museum, Key West, Florida.

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

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 418180 2715340

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 12National Register of Historic Places Registration Form

Verbal Boundary Description: All that area encompassed within the extreme length and breadth of the vessel as she lies at her berth at the Truman Waterfront in Key West, Florida.

Boundary Justification: As the vessel is the nationally significant resource, and not her current location, the boundary incorporates only the area of the vessel as she lies at her berth in Key West, Florida.

INGHAM (USCGC)

United States Department of the Interior, National Park Service

Page 13

National Register of Historic Places Registration Form

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DESIGNATED A NATIONAL HISTORIC LANDMARK
April 27, 1992