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**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Coast Guard Motor Lifeboat CG 36500

other names/site number MLB CG 36500

**2. Location**

street & number (berthed at) Rock Harbor N/A not for publication

city or town Orleans \_\_\_\_\_ vicinity \_\_\_\_\_

state Massachusetts code MA county Barnstable code 001 zip code 02653

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Betsy Friedberg, National Register Director April 7, 2005  
Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional Comments.)

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State Historic Preservation Officer \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

**4. National Park Service Certification**

I, hereby certify that this property is:

- entered in the National Register
  - See continuation sheet.
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

Signature of the Keeper

Pattick Andrus

Date of Action

5/26/2005

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

\_\_\_\_\_ building

\_\_\_\_\_ sites

\_\_\_\_\_ structures

\_\_\_\_\_ objects

\_\_\_\_\_ Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

\_\_\_\_\_

Defense-Coast Guard life-saving boat

Transportation-water-related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

Education

Recreation and Culture-floating museum

Transportation-water-related-rescue boat

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other-36 foot motor lifeboat

\_\_\_\_\_

\_\_\_\_\_

**Materials**

(Enter categories from instructions)

foundation \_\_\_\_\_

walls \_\_\_\_\_

\_\_\_\_\_

roof \_\_\_\_\_

other Hull-wood-white oak, Cyprus, pine

Hull-metal-monel

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

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## National Register of Historic Places Continuation Sheet

Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

Section number 7 Page 1

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### Section 7 Description

The motor lifeboat CG 36500 was built in 1946 at the Curtis Bay Maryland Coast Guard Yard, the production facility for all 36-foot TRS model boats. The TRS model 36-footer was the standard-issue lifesaving boat for most US Coast Guard Life Boat stations for many years. The CG 36500 was stationed at the Chatham, Massachusetts, Coast Guard Life Boat station in 1946 where it remained in service until 1968. Most 36-foot TRS model boats have been destroyed. Some 36-foot boats have been restored for museum exhibits; however, few have been restored to their original seaworthy condition as designed and constructed. Now more than 50 years old, the CG 36500 is a floating museum capable of the original rescue function for which it was designed.

The CG 36500 is a heavily built double-ended, self-righting and self-bailing motor lifeboat designed to withstand the most severe sea conditions that its crew could tolerate. This particular boat has proven to meet her design criteria. It is designed to roll over and recover upright by means of features including a ballast keel and skeg made from solid bronze weighing 2,000 pounds, watertight compartments, and scuppers above the splash rail to drain water. The overall length of the boat is 36' 8" with a 10' 2 3/4" beam and 3' 5" draft. The boat weighs 19,600 pounds. The CG 36500 is currently capable of a speed of 8 kts. and a cruising range of 200 miles. **(photo # 5)**

### Detailed Vessel Description and Construction Materials

The boat's keel is fastened with silicon bronze bolts measuring 8" x 1/2" diameter. The hull is enclosed with 1/16" Monel ice sheathing fastened with 1" #12 Monel wood screws. The stem and sternpost guards are made of cast bronze. The quarter guards are 1" solid half-oval bronze over seven quarter 4" x 24' white oak, fastened with 3/4" silicon bronze carriage bolts. The rub rails are two laminated layers of six quarter white oak trimmed out to measure 3" x 6" x 39'. They are fastened to the hull with 3/8" silicon bronze carriage bolts and #14 3" silicon bronze wood screws. **(photo #8)**

The boat's backbone, deadwood and steam-bent frames are made from white oak. The planking is 1 1/8" cypress above and below the waterline. The sheer strake is 1 3/8" white oak. Planks are fastened with #12 and #14 x 2 1/2" silicon bronze wood screws.

**(continued)**

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Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

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The frames are 1 3/4" square steam-bent white oak on 10" centers with sawn frames fore and aft. The covering boards are four quarter x 6" x 38' white oak, fastened to the deck frames with #14 x 2" silicon bronze wood screws. The toe rails are ten quarter x 4" x 18' white oak. The hand rails are five quarter x 2 1/4" x 6' white oak fastened on 10" centers with silicon bronze lag screws. **(photo # 1)**

The forward cabin is made of two layers of 1/2" pine or cedar laid over 1 1/2" square steam-bent white oak frames.

The main deck forward is 5/8" white oak laid over 3/4" marine plywood. The deck is bolted to the fir framing below. The stepped-down margins include five quarter white oak leading to the scuppers. A bronze circular access hatch is located aft of center allowing access to the amidships bilge pump. The bilge pump float switch is mounted fore and aft to the oak keelson.

The existing fuel tank is manufactured from fiberglass, secured with fabricated bronze tank straps. The original fuel tank was made from galvanized steel. The diesel fuel tank has a 1 1/2" bronze fuel fill with an appropriate pipe cap. The exact fuel storage capacity is not known, but it is in excess of 220 gallons. (Underway, the GM 4-71 diesel engine consumes about five gallons/hour at 1,700 rpm.) The fuel line leads to a Racor filter mounted on the port side of the engine room bulkhead.

The wheel deck, or coxswains flat, is built from fir planks with margins of five quarter white oak. There is circular bronze access hatch on the starboard side allowing access to the compartment under the wheel deck. This can be flooded with seawater for use in the winter as a slush free cooling reservoir. Two gate valves are mounted on the aft engine room bulkhead that are not connected to any cooling water hoses, but could be employed if needed. There is a very useful grating made from teak that elevates the coxswains' feet above sea water sloshing back and forth between the scuppers.

The steering wheel is not original, but an exact replica made using USCG drawings. The engine throttle and gear are regulated with a Morse control allowing one hand speed and

**(continued)**

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Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

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direction control. Navigation aids were traditionally limited to a compass mounted to the bridge deck where a Ritchie compass is now located. Additional nav aids now consist of a Garmin 176c GPS unit that replaced an earlier Loran and an Uniden MC 795 VHF radio with extension speaker to meet current safety standards. **(photo # 7)**

The aft watertight compartment is covered with two layers of 1/2" pine or cedar, attached to 1 3/4" square steam-bent frames, gorn white oak knees, and white oak blocking. There are two removable wooden gratings above the steering gear located below. The emergency steering arm is stored in this compartment. A bilge pump is not located in this area since water cannot collect here due to the rise in the keelson at this point.

The engine room compartment, located amidships, is covered with two layers of 1 1/2 oz. mat with polyester resin applied over cedar or pine laminated covering. The structure is supported by 1 3/4" square steam-bent white oak frames. A copper cowling is attached to the aft part of the compartment above the bridge deck that attaches to a mahogany and glass windshield. The windshield and compartment provide some protection to the helmsman and crew. A canvas dodger attaches with snaps to the perimeter of the area. The collapsible dodger has not been employed on the boat, since it restricts vision and is not needed in the summer.

The engine is supported by engine beds of 3 1/4" x 6 3/4" white oak resting on 2 1/4" x 6 3/4" fire engine stringers, fastened with 3/8" silicon bronze carriage bolts and notched-over floor timbers. The port and starboard battery and equipment shelves are 3/4" plywood with white oak fiddles. The shaft log is 5" x 6" white oak with a 2 1/4" ID lead pipe insert.

A 90-horsepower Sterling Petrel 6-cylinder gasoline engine originally powered the CG 36500. That engine was replaced with a General Motors 4-71 diesel, model 471RA48A, serial number 4A-1420 developed by Detroit Diesel in the 1950s. It is believed that the new 4-cylinder engine was installed at Woods Hole, MA in 1956. The 4-71 was removed and overhauled in 1998. A new/rebuilt starter was installed in September of 2003. An Allison transmission containing a forward and reverse gear is shifted by means of a

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Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

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Morse control on the bridge. Two heavy-duty batteries are located port and starboard in the engine compartment, encased in vented battery boxes. A float-activated bilge pump is located under the engine on the starboard side. Two opening ports forward and a solar-powered vent fan in the overhead ventilates the engine compartment. **(photos #2, 6)**

Beneath the waterline, cast-bronze rudder halves direct the boat's steering. Propulsion is transferred through a 1 1/2" monel standard morse tape shaft supported by a cast bronze stern bearing. The shaft exits the hull through a rubber-sleeved cutlass bearing, then attaches to a 3-blade 26 x 21 R/H bronze propeller. The cutlass bearing was replaced and a reconditioned prop was installed during the 2003 haul out.

It is estimated that 80-90% of the boat's original fabric survives intact. This survival rate exceeds most wooden hull vessels listed in the National Register, which range from 5-95% of the vessels' original fabric. **(photo # 3)**

The Coast Guard Motor Life Boat CG 36500 retired from active service at Station Chatham in 1968. At that time the Coast Guard transferred the boat to the National Park Service at the Cape Cod National Seashore to be displayed in a maritime museum that was to be developed by the Park Service. In 1981, after not having been maintained for 13 years, the boat was transferred to the Orleans Historical Society, which currently owns and maintains it as a floating museum dedicated to the Lifesavers of Cape Cod. Extensive restoration was undertaken in 1981 with private funds. A survey conducted in November and December of 1997 at the Pease Boat Works in Chatham revealed the need for additional overhaul of the hull and engine. That work was completed through a combination of private donations and a 1999 National Heritage Maritime Grant (#25-97-MH-07012). All restoration work was done in accordance with the Secretary of the Interior's Standards for the Rehabilitation of Historic Vessels. The CG 36500 meets or exceeds the standards it possessed when it was in active service. The boat is currently displayed by the Orleans Historical Society, Inc. and a volunteer crew in the winter at Rock Harbor in Orleans from May until October. The boat winters

**(continued)**

Coast Guard Motor Lifeboat CG 36500

Name of Property

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

**A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

**B** Property is associated with the lives of persons significant in our past.

**C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

**D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

**A** owned by religious institution or used for religious purposes.

**B** removed from its original location.

**C** a birthplace or grave.

**D** a cemetery.

**E** a reconstructed building, object, or structure.

**F** a commemorative property.

**G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

Barnstable County, MA

County and State

**Areas of Significance**

(Enter categories from instructions)

Architecture \_\_\_\_\_

Engineering \_\_\_\_\_

Maritime History \_\_\_\_\_

Transportation \_\_\_\_\_

**Period of Significance**

1946-1955 \_\_\_\_\_

**Significant Dates**

1946, 1952 \_\_\_\_\_

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Curtis Bay Maryland Coast Guard Yard \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Orleans Historical Society \_\_\_\_\_

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## National Register of Historic Places Continuation Sheet

Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

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in the water at Meeting House Pond in Orleans and traditionally is out of the water for yearly maintenance in April. The boat participates in maritime events in southeastern New England, traveling under its own power to each event.

**(end)**

### Significance

The CG 36500, presently berthed at Rock Harbor, Orleans, Massachusetts is eligible for listing in the National Register of Historic Places under criteria A and C at the local, state, and national levels. The period of significance begins in 1946 with its construction and extends to 1955, the 50-year cut-off date for National Register significance. Under Criterion A, the CG 36500 is significant for its associations with the history of the United States Coast Guard Station, Chatham, and lifesaving history in general. The CG 36500 also played a major role in the maritime history of Cape Cod, Massachusetts, especially for its associations with the nationally famous 1952 *Pendleton* rescue. Under Criterion C, the CG 36500 is significant for its motor lifeboat design characteristics and the evolution of the 36-foot TRS model.

The Coast Guard Motor Life Boat CG 36500 represents a stage in the evolution of rescuer boats and the history of lifesaving that began in England in the 18<sup>th</sup> century and continued to America in the mid 19<sup>th</sup> century. Some histories of lifeboats trace their evolution to 1784, when an Englishman named Lionel Lukin redesigned a 20-foot Norwegian yawl as a self-bailing, self-righting, and unsinkable boat. Lukin's concepts may represent the first development of the true lifeboat.

Rescue boats in America trace their history to 1851 when pulling surfboats, incorporating Lukin's concepts and typically around 30' in length, were used in rescuer operations by volunteer groups. These groups eventually evolved into the U.S. Life Saving Service. Motor Life Boats (MLBs) began development in 1899, when the

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Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

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Marquette (MI) Life Saving Station on Lake Superior installed a gas engine in a 34-foot lifeboat from a Life Saving Station in New Jersey. In 1908, the first gas-powered 36-foot life boats were in service. Over time, most boats increased engine power, but continued to retain their ability for rowing and use of sails.

By 1915, the U.S. Life Saving Service became the United States Coast Guard. The H series MLBs had now evolved, incorporating a double-ended hull design with an enclosed engine room amidships, closely resembling the TR model. Earlier MLBs had engines in the aft area. The CG 36500 represents the 36-foot TRS model, which was first developed in 1937 for use with gasoline, and later diesel power. This was the chief rescuer boat of the Coast Guard Life Boat Stations through the mid-20<sup>th</sup> century. Smaller model lifeboats were retired from Coast Guard service during World War II.

The TRS Motor Life Boat model was retired from service in 1963 and replaced by the 44-foot all-steel design MLB with twin diesel engines. The last actual TRS 36-foot boat was retired from active service in 1980. Since 1991, the 44-foot boat has also been phased out, replaced by the 47-foot aluminum MLB. The TRS model was built from 1937 to 1956, with 138 boats produced (CG 36416-CG 36554).

The CG 36500 represents the culmination of double-ended lifeboat design that originated in the 18<sup>th</sup> century. Thirty-six-foot TRS model boats include construction materials and the design characteristics that enabled the boat and its crew to attempt ocean rescues under conditions that would have destroyed or disabled most other smaller boat designs. Coast Guard rescue crews had to go out and TRS model boats gave them a fighting chance to complete their mission and return. The *Pendleton* rescue, described below, exceeds the conditions the CG 36500 was designed for and constructed. Most of the boat retains its original fabric as built. Navigational aids and safety equipment were added during the boat's restoration to comply with contemporary U.S. Coast Guard requirements for active vessels.

One of the unique elements of the CH 36500 is its designation as a Gold Medal Boat that was made nationally, and by some accounts internationally, famous by its participation in the 1952 *Pendleton* rescue off Chatham, MA. The Gold Lifesaving Medal was

(continued)

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Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

Section number 8 Page 3

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authorized by an act of Congress on August 4, 1949, has its roots in the Lifesaving medals of 1874, and is the highest medal awarded by the Coast Guard. It is awarded to any member of the Coast Guard who rescues, or endeavors to rescue, any person from drowning, shipwreck, or other peril of the water in waters within the U.S. or subject to U.S. jurisdiction; in addition, one of the parties must be a citizen of the United States and the rescue must have been made at the risk of the rescuer's own life. The *Pendleton* rescue, which occurred on February 18, 1952, was one of the most famous rescues in recorded history on the east coast of the United States. On that date, the greatly overcrowded CG 36500 and its crew of four in the face of extreme peril rescued 32 men from the broken stern half of the tanker *Pendleton* during a raging northeaster. **(photos 9-10)** Only one crewman was lost. In one rescue mission, 36 individuals on board, including the CG 365000 crew, were transported safely to shore despite the boat's rating for 12 passengers and crew. The rescue was accomplished by crossing the treacherous Chatham bar amidst heavy snow, 70-knot winds, and 60-foot seas in what many feared would be a one-way effort. Navigational equipment, which is 1952 consisted of only a compass, was torn from the vessel early in the rescue. The boat's radio worked sporadically. One crewman of the CG 36500 was temporarily washed overboard. All four crewmen received the Gold Lifesaving Medal for their efforts.

Because of the *Pendleton* rescue, the CG 36500 is frequently an honored participant in maritime events throughout Southern New England. On September 24, 2002, the CG 365000 was honored at the U.S. Coast Academy in New London, CT. In a letter thanking the Orleans Historical Society for sending the boat and crew on that visit, Rear Admiral R.C. Olsen, Jr. referred to the CG 365000 as "...one of the Coast Guard's most famous motor life boats..." and an artifact that "...symbolizes an important aspect of our Service's history in general and is a link to particular and exceptionally meritorious events." A mural of the *Pendleton* rescue, by Tony Falco, will be displayed in the new library of the Coast Guard Academy as one of the greatest rescues of the service. Another example of recent use was a request by the Coast Guard that the CG 365000 transport the new keeper of Boston Light to the change command ceremony. On board for the occasion was the new keeper Sally Snowman, Admiral Crea, and Congressman William Delahunt. The CG 36500 is a legend in the annals of United States Coast Guard history.

(end)

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## National Register of Historic Places Continuation Sheet

Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

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- Methley, Noel T. The Life-Boat and its Story. London, J.B. Lippincott Co., 1912.
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Vol. I: The Story of the North Coast Lifeboats, Truro, D. Bradford Barton  
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- Webber, Bernard C. Chatham "The Lifeboatmen," Orleans, MA, Lower Cape  
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[www.CG36500.org](http://www.CG36500.org)

(end)

Coast Guard Motor Lifeboat 36500  
Name of Property

Barnstable, MA  
County, State

## 10. Geographical Data

Acreage of Property N/A

### UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19            416180            4627800  
Zone            Easting            Northing

2.                                               
Zone            Easting            Northing

3.                                               
Zone            Easting            Northing

4.                                               
Zone            Easting            Northing

— See continuation sheet

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

The nomination consists of the Coast Guard Motor Lifeboat structure.

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

Distinct structure berthed at Rock Harbor in Orleans, Massachusetts. The nomination includes the structure alone.

## 11. Form Prepared By

name/title Capt. Peter B. Kennedy and Richard G. Ryder LCDR, USN, Retired, Orleans Historical Society and Leonard W. Loparto, MHC, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date April 2005

street & number 220 Morrissey Blvd. telephone 617-727-8470

city or town Boston state MA zip code 02125

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

### Photographs

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

## Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Orleans Historical Society

street & number P.O. Box 353, 9 River Road telephone \_\_\_\_\_

city or town Orleans state MA zip code 02653

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
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## National Register of Historic Places Continuation Sheet

Coast Guard Motor Lifeboat CG 36500  
Orleans (Barnstable), MA

Section number photo Page       

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### PHOTOGRAPHS

**Date: 2003**

**Negatives at: Orleans Historic Society**

1. Port Side
2. Engine
3. Stern
4. Port bow
5. Bow
6. Engine
7. Engine controls, engine compartment, hatch, coxswain's flat
8. Starboard bow

Supplementary photographs (Associated Press)

9. Pendleton sinking, aerial view
10. Loss of the Pendleton after rescue



# Town of Orleans



*This map is illustrative it is intended for planning purposes only.*

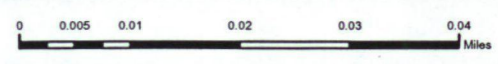




# Town of Orleans



*This map is illustrative it is intended for planning purposes only.*



COPY

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Coast Guard Motor Lifeboat CG 36500

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Barnstable

DATE RECEIVED: 4/12/05      DATE OF PENDING LIST: 5/11/05  
DATE OF 16TH DAY: 5/26/05      DATE OF 45TH DAY: 5/26/05  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000467

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: Y

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    5/26/05 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept A&C

REVIEWER Patrick Andrews      DISCIPLINE Historian

TELEPHONE \_\_\_\_\_      DATE 5/26/2005

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



U.S. COAST GUARD  
CG 36500

CHATHAM

GULF VIEW

COAST GUARD MOTOR LIFEBOAT CG 36500  
ORLEANS (BARNSTABLE) MA

Photo #1

66 36500 PORT SIDE

2003



COAST GUARD MOTOR LIFEBOAT 36500

ORLEANS (BARNSTABLE) MA

2003

Photo #2

CG 36500

ENGINE

**BEFORE FUELING**

- (a) Stop all engines and auxiliaries.
- (b) Shut off all electricity, fuel flames, and fuel sources.
- (c) Check all bilges for fuel vapors.
- (d) Extinguish all smoking materials.

**DURING FUELING**

- (a) Maintain proper contact with all pipe.
- (b) Stop all work immediately.
- (c) Avoid over-flowing.

**AFTER FUELING AND BEFORE START OF ENGINE**

- (a) Inspect bilges for leakage or fuel odors.
- (b) Ventilate until odors are removed.



COAST GUARD MOTOR LIFEBOAT CG 36500

ORLEANS (BARNSTABLE) MA

2003

Photo #3

CG 36500 STERN

PRIVATE  
DOCK  
BOAT OWNERS  
& THEIR GUESTS  
-ONLY-

NO OTHER  
VESSELS  
OR PERSONS  
TO BE ADMITTED  
TO THIS DOCK

U.S. COAST GUARD  
**CG 36500**

WAST GUARD MOTOR LIFEBOAT CG 36500

ORLEANS (BARNSTABLE) MA

2003

Photo #4

CG 36500 PORT BOW



U.S. COAST GUARD  
CG 36500

U.S. COAST GUARD  
CG 36500

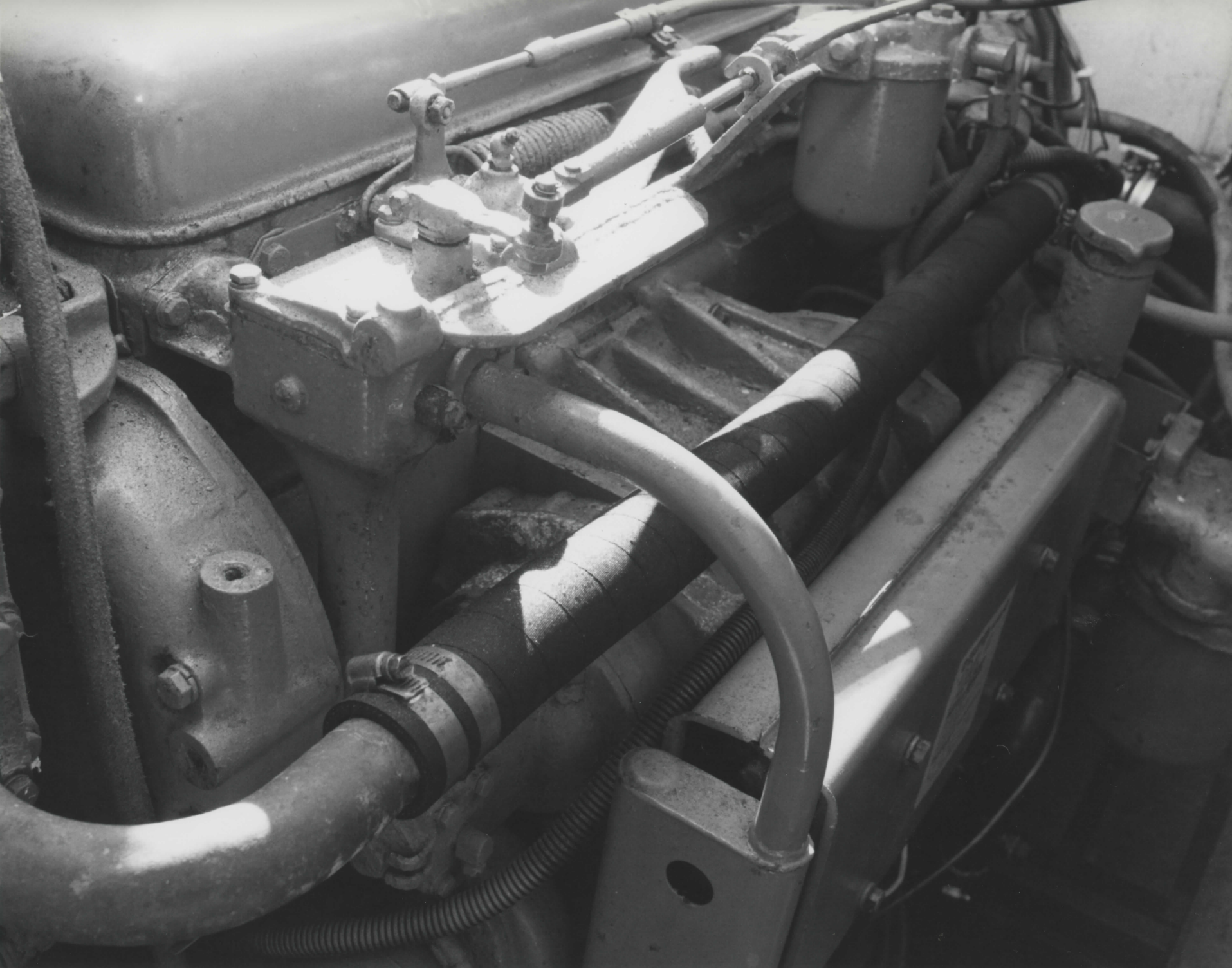
COAST GUARD MOTOR LIFEBOAT CG 36500

ORLEANS (BARNSTABLE) MA

Photo #5

CG 36500 Bow

UG84 P563  
84 0411 NNN2 14585



COAST GUARD MOTOR LIFEBOAT CG 36500

ORLEANS (BARNSTABLE) MA

2003

Photo #6

CG 36500 ENGINE

U.S. COAST GUARD  
CG 36500



COAST GUARD MOTOR LIFEBOAT

CG 36500

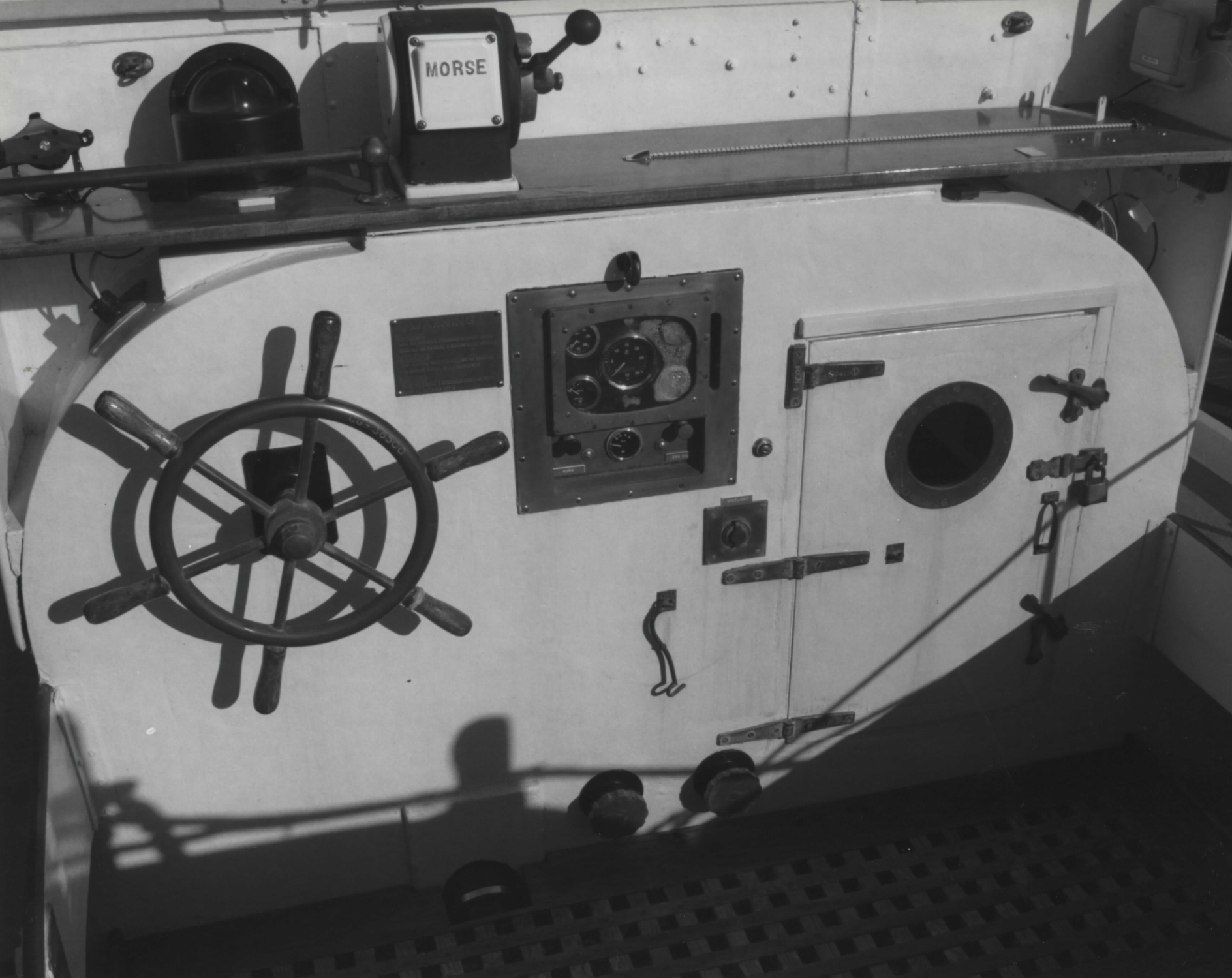
ORLEANS (BARNSTABLE) MA

2003

Photo #8

CG 36500 STARBOARD BOW

U684 P5533  
84 C411 NNN124602



MORSE

PLAQUE

Instrument panel with multiple gauges and dials.

Door with a circular porthole and various locking mechanisms.

COAST GUARD MOTOR LIFEBOAT  
CG 36500

ORLEANS (BARNSTABLE) MA

Photo #7

CG 36500

ENGINE CONTROLS, ENGINE COMPARTMENT HOUSING,  
COXSWAIN'S FLAT

COAST GUARD, PORT OF BOSTON

Supplementary Photo

A. Four views of sinking of Franklin, Oct 18, 1922

(Associated Press wire)



COAST GUARD BOAT CG 36500

supplementary photo

9. AERIAL VIEW of sinking of Pendleton, Feb 18, 1952

(Associated Press image)



COAST GUARD VESSEL CG 2230

Supplementary photo

10. Final moments of Burlington



COAST GUARD VESSEL CG 36500

Supplementary photo

10. Final minutes of Purdleton





CG 36500  
Roll Harbor Beach

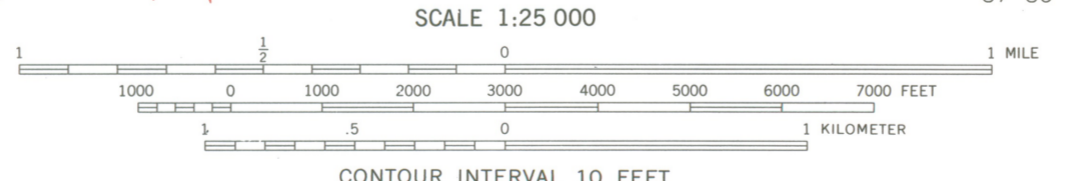
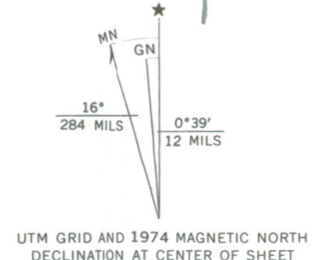
Zone 19  
416180  
4627800

CONVERSION SCALES

Feet	Meters
15000	4500
14000	4000
13000	3500
12000	3000
11000	2500
10000	2000
9000	1500
8000	1000
7000	500
6000	0
5000	1500
4000	1000
3000	500
2000	0
1000	300
0	0

To convert feet to meters multiply by 3048  
To convert meters to feet multiply by 3.2808

Mapped, edited, and published by the Geological Survey  
Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey  
Planimetry by photogrammetric methods from aerial photographs  
taken 1939. Topography by planimetry 1941. Revised  
from aerial photographs taken 1974. Field checked 1974  
Selected hydrographic data compiled from NOS 270 and  
581 (1971), and 1208 (1973). This information is not intended for  
navigational purposes.  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Massachusetts coordinate system,  
mainland zone  
1000-meter Universal Transverse Mercator grid,  
zone 19  
Map photinspected 1977  
No major culture or drainage changes observed



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 6 FEET IN ATLANTIC OCEAN  
AND 10 FEET IN CAPE COD BAY

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road

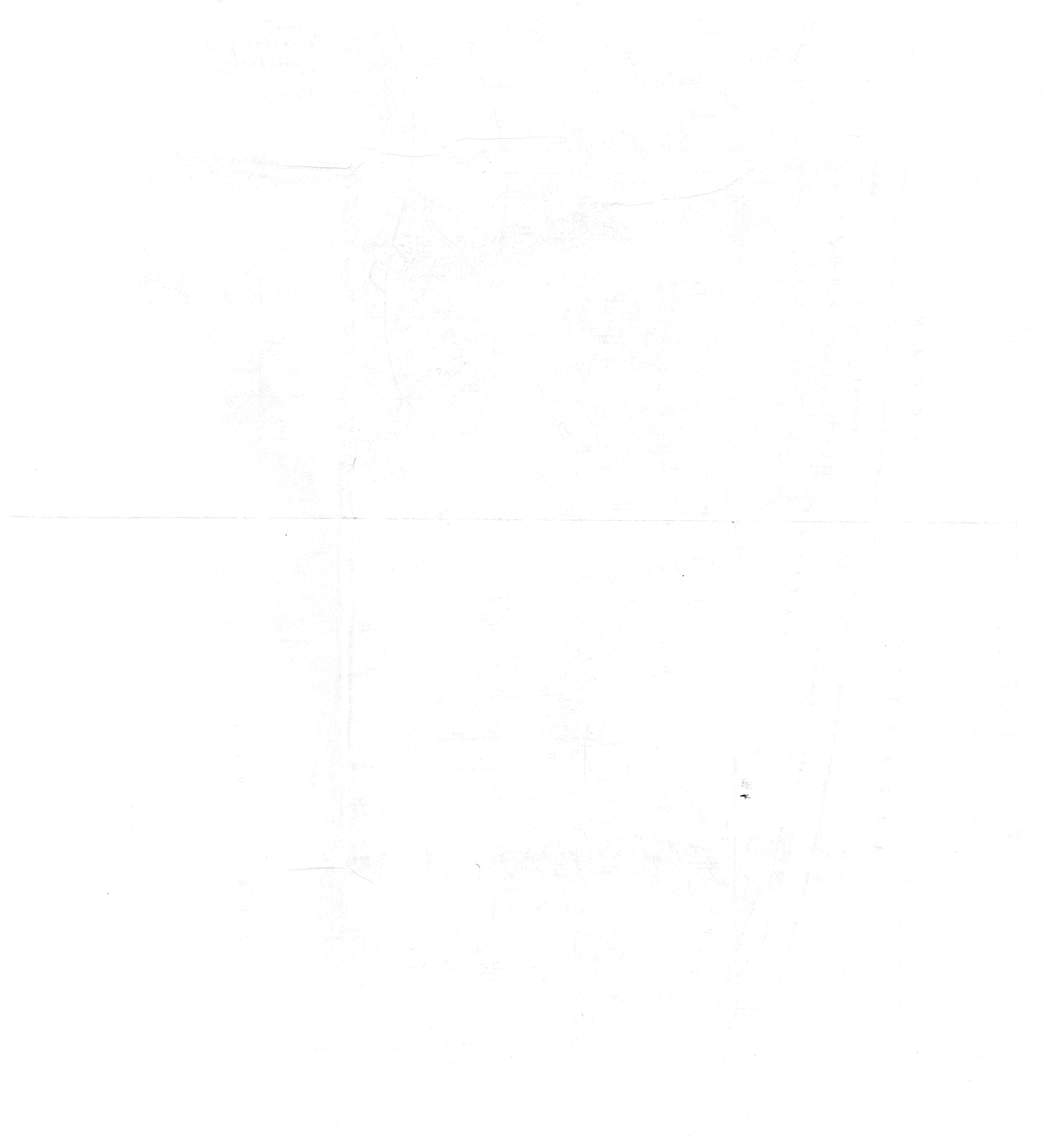
○ Interstate Route    □ U. S. Route    ○ State Route

ORLEANS, MASS.  
N4145—W6955/7.5  
1974  
PHOTOINSPECTED 1977  
AMS 6967 I SE—SERIES V814

USGS 15621  
\$6.99

COAST GUARD NOTON LIFEBOAT CG 36500

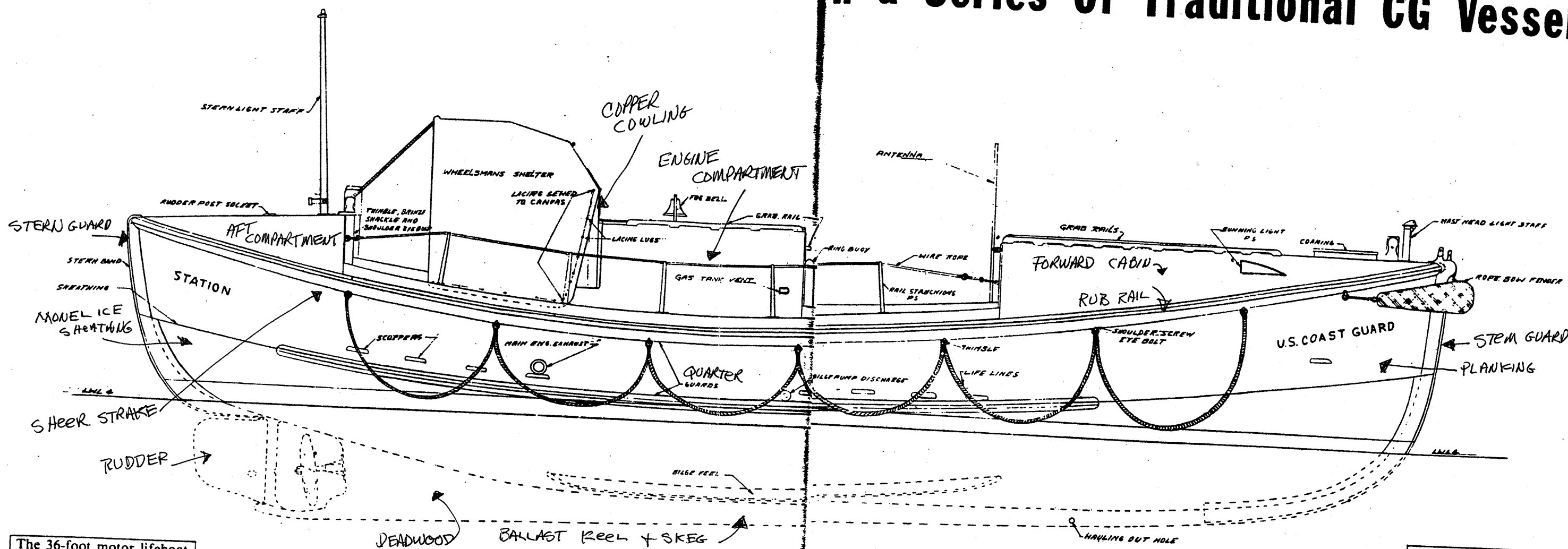
ORLEM (BARNSTABLE), MA



W C E T W

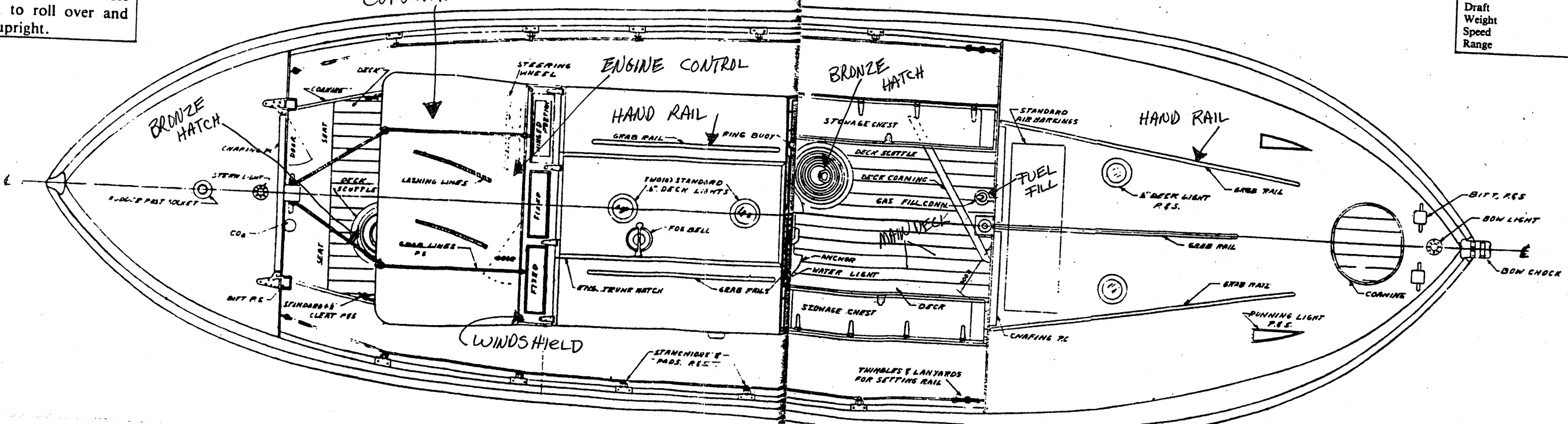
W C E T W

# The 36-Foot Motor Lifeboat . . . One in a Series Of Traditional CG Vessel



The 36-foot motor lifeboat is equipped with a 2,000 pound bronze keel to enable the boat to roll over and recover upright.

SPECIFICATIONS	
Length overall	36 ft., 8
Beam	10 ft., 8
Draft	3 ft., 5
Weight	20,000 pound
Speed	8 knots
Range	200 miles



received 2/3/05



TOWN OF ORLEANS  
HISTORICAL COMMISSION

January 13, 2005

Massachusetts Historical Commission

Dear Members:

The members of the Orleans Historical Commission would like to advise you of our support for the nomination of the Motor Life Boat CG36500 to the National Register of Historic Places. The history of the finding and restoration of this vessel is documented in the submission; it was made possible by an enormous effort on the part of the Orleans preservation community. The boat stands today as a symbol of the solidity and dedication of this community. It is recognized not only as a significant piece of Cape Cod maritime history, but the rescue performed on February 2, 1952 by the boat and its crew is considered by the Coast Guard to be one of the finest efforts of its kind. Furthermore, we believe it to be the only fully restored and operational 36' MLB.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "James W. Hadley".

James W. Hadley, Acting Chair.

received 2/3/05



# TOWN OF ORLEANS

19 SCHOOL ROAD ORLEANS MASSACHUSETTS 02653-3699  
Telephone (508) 240-3700 — Fax (508) 240-3703  
<http://www.town.orleans.ma.us>

BOARD OF  
SELECTMEN  
TOWN  
ADMINISTRATOR

January 17, 2005

The Massachusetts Historical Commission  
220 Morrissey Boulevard  
Boston, Massachusetts 02125

Re: Coast Guard Motor Lifeboat CG 36500  
National Registry of Historic Places

Dear Commission Members,

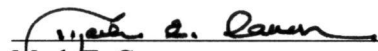
We, the Board of Selectmen of the Town of Orleans, are writing to you to ask for your assistance. We are writing on behalf of the historic Coast Guard Motor Lifeboat CG 36500 and ask that you give your endorsement to the application of this boat for submission to the National Registry of Historic Places.

The CG36500 had an active and glorious career with many rescues. Perhaps the most famous rescue was that of the members of the ill fated tanker Pendleton in 1952, in which a ferocious northeast storm broke the Pendleton apart. The crew members were all but given up for lost. The CG36500 and its four crew members braved the storm and miraculously rescued 32 of the Pendleton's crew. This incredible rescue has gone down in the annals of Coast Guard history. The story of this motor lifeboat should be historically preserved.

We ask for your consideration and endorsement for submission of the Coast Guard Motor Lifeboat CG36500 to the National Registry of Historic Places. Thank you.

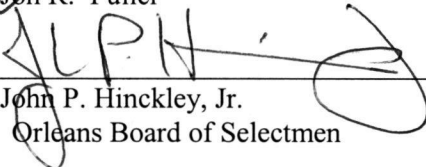
Sincerely,

  
Margie Fulcher, Chairwomen

  
Mark E. Carron

  
Kendall Farrar

  
Jon R. Fuller

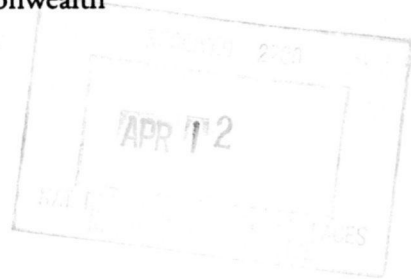
  
John P. Hinckley, Jr.  
Orleans Board of Selectmen



**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

April 12, 2005

Ms. Carol Shull  
National Register of Historic Places  
Department of the Interior  
National Park Service  
1201 Eye Street, NW, 8<sup>th</sup> floor  
Washington, DC 20005



Dear Ms. Shull:

Enclosed please find the following nomination form:

Coast Guard Motor Lifeboat CG 36500, Orleans (Barnstable), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Two letters of support have been received.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: Leonard Loparto, consultant  
Sarah Korjeff, Cape Cod Commission  
Peter B. Kennedy, Richard G. Ryder, Orleans Historical Society  
Dennis Dowd, Orleans Historical Commission  
Margie Fulcher, Chair, Orleans Board of Selectmen  
George Meservey, Planning Department

220 Morrissey Boulevard, Boston, Massachusetts 02125  
(617) 727-8470 • Fax: (617) 727-5128  
[www.state.ma.us/sec/mhc](http://www.state.ma.us/sec/mhc)