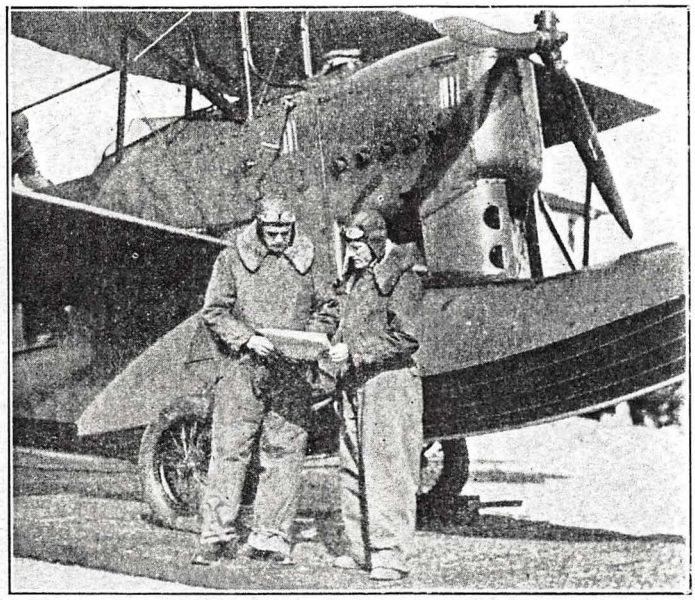
The Coast Guard In The Air



STARTING ON PATROL

AIRCRAFT PROVE OF VALUE

The adaptability and effectiveness of aircraft for the regular normal duties of the Service are clearly shown in several recent instances when th aircraft from Base 9, Cape May, promptly located reported wreckage and in turn indicated the position of obstructions to the cutter "Gresham".

The steamship "Comal" reported somewhere off Cape May wreckage apparently a raft of timber 25x50 feet with two poles which appeared as two masts about 10 feet above water. After a little more than an hour's search, Plane CG-2, Chief Gunner G. T. Thrun, pilot, and Chief Motor Machinist's Mate, G. A. Aamold, observer, sighted the wreckage about 18 miles off Northeast End Light Vessel. The "Gresham" was in sight, and by continuous circling of the wreckage the amphibian plane directed the citter to the spot.

CG Plane No. 2, Ensign W. S. Anderson, pilot, Machinist Oscar Salter, Observer, while on a scouting flight sighted wreckage apparently a part of deck of vessel in latitude 39-02, longitude 74-12. The "Gresham" was sighted in latitude 38-59 longitude 74-06, searching for the wreckage. She was directed to the obstruction, and subsequently to another menace to navigation which was sighted by the plane in latitude 38-56, longitude 74-00.

DERELICT RESUMES TRIP WITHOUT CREW

The legend of the "flying Dutchman" was recalled in marine circles about Hampton Roads, Va., with the news that the American schooner "Maurice R. Thurlow," instead of having been broken to pieces on the North Carolina coast as reported, was miles away in the Gulf Stream, with sails set and making good time despite the fact that there was nobody aboard her.

The schooner grounded near Diamond Shoals. Her crew was taken off by life guards. The Coast Guard cutter "Mascoutin" went to the ship, put the crew back on her, but later again took them off when efforts to float the vessel were futile. The next morning not a trace of the "Thurlow" was to be seen and it was assumed she had been broken up during the blow of the preceding night.

Then a radio message was received at Norfolk from the steamer "Yarbow" saying she had sighted the "Thurlow," making considerable speed, about 25 miles from the place where the schooner went ashore. The schooner's lower sails were set and although she was waterlogged, most of her deck load of lumber had been carried away.

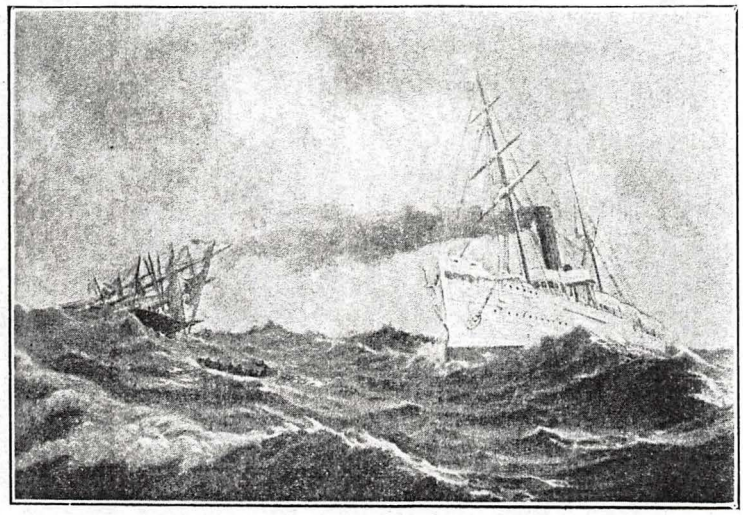
Because of the danger of the sailing craft crashing into some other ship, the "Mascoutin" was dispatched to search for her.

"CAHOKIA" MAKES RESCUE

The lumber schooner "Wallingford," bound from Portland, Ore., to San Francisco, was safely taken in tow by the Coast Guard cutter "Cahokia." The Wallingford lost her propeller south of Point Arago, Ore. The steamer "Williamette" managed to put a line aboard the "Wallingford, but it broke in the heavy seas.

Fear was expressed for a time for the safety of the 29 men and the wife of Capt. Gus Illig aboard. The "Cahokia," however, arrived in San Francisco, towing the "Wallingford".

Heroic Ship At Work



THE CUTTER "MANNING"

The "Manning" with a record of having saved vessels, is shown rescueing mariners from a disabled ship. Commander J. A. Alger, U.S.C.G., Commanding the "Manning"

ATTY. GEN. SARGENT WITHDRAWS SHIP OPINION

The Attorney General, John G. Sargent, announced that he had withdrawn an opinion given as an interpretation of Section 27 of the Merchant Marine Act. The opinion held that shipments of oil, when transported under foreign-flag ships in American coastwise trade are not liable to seizure.

Mr. Sargent said that there had been considerable protest from American interests and that it appeared certain there would be litigation. He withdrew his opinion, therefore, he explained, that there might be no prejudice in the case when the question comes before the court.

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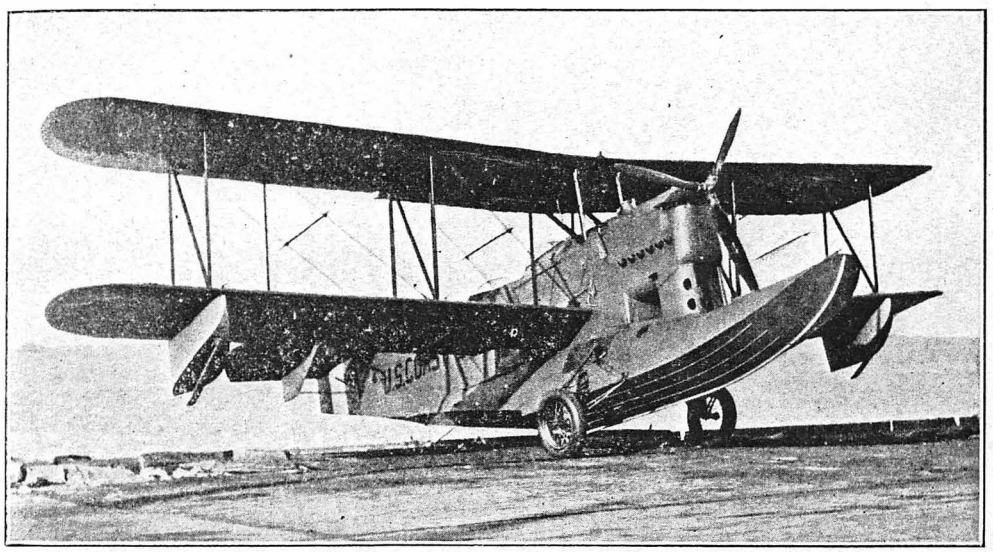

LOENING AMPHIBIAN OF THE UNITED STATES COAST GUARD

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CGM
V.#1, No. 1
Nov 1927, p.3.

VETERANS' BUREAU PAID $36,997,722 IN OCTOBER

October disbursements by the United States Veterans' Bureau on account of compensations and insurance to war veterans were $33,997,722.55, according to figures made public November 16 by the Assistant Director of the Bureau, Harold W. Breining.

Total compensation awards amounted to $15,108,898.31 of which $12,543,898.47 was for disability compensation, and the rest for death compensation. Insurance disbursements amounted to $21,888,-824.08 for the month, $11,976,509.26 representing payments on account of United States Government Life Insurance, and $9,912,314.82 for military and naval insurance.

VETERANS' BUREAU EXPENDS $30,565,637 IN MONTH

Total disbursements by the United States Veterans' Bureau on account of death and disability compensation and military and naval insurance amounted to $30,565,637.40 in September, according to figures made public by the Bureau October 26 as follows:

Death compensation, $2,533,319.02; disability compensation, $12,654,000.71; total, $15,187,319.73. United States Government life insurance, $5,488,498.33; military and naval insurance, $9,702,-818.98.

APPRECIATION FROM THE ARMY

Colonel J. D. L. Hartman, U. S. A., Signal Corps, Officer in Charge, Washington-Alaska Military Cable and Telegraph System, Seattle, Wash., recently wrote a letter of thanks to the Commanding Officer of the Northern District, U. S. Coast Guard, thanking the "Unalga" for services rendered in efficiently handling, by radio, telegrams between Haines and Juneau during the period of interruption by earthquake to the Signal Corps cable between those points. The service rendered was of great value and the Army expressed in no uncertain terms its appreciation of the Coast Guard. Whether to serve the civilian, public or other branches of the service, the Coast Guard is always on the job

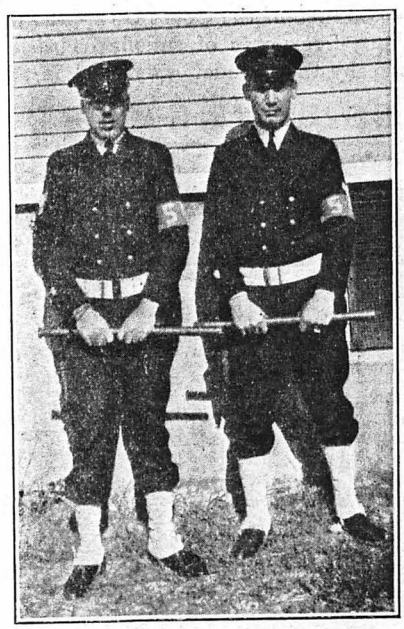
SEA-PLANE DOCK FLOATED AT HAMBURG

Lufthansa, of Germany, one of the largest operators of commercial aviation in the world, has launched a floating dock for sea-planes in an experiment looking toward increased air traffic overseas.

The Trade Commissioner at Hamburg, James T. Scott, has just reported the project to the Department of Commerce. The full text of his advices follows:

"A floating dock for sea-planes was launched recently by a German air company for the sea traffic and experimental department of the German Lufthansa. The construction of the new dock is said to have been made necessary because of progress made in sea-plane traffic. The new sea-plane dock is reported capable of handling sea-planes weighing as much as 100 tons".

Shore Patrol



IN NEW LONDON

Since the establishment of the permanent shore patrol at New London on January 18th, 1927, there has been a marked falling off in the number of arrests by the local police. In almost all the cases that come into the police court, the case is dropped and the men turned over to the patrol for return to their ship or station.

Chief M. M. Bahm, and C. B. M. Doten, shown above, have been assigned to this duty.

VETERAN SHIP BUILDER DIES

John W. Dickie, one of San Francisco's earliest shipbuilders, recently died at his home, 2244 Clinton Avenue, Alameda. He was within a few days of 85 years of age. Dickie was born in Scotland, August 17, 1842. A notable incident of his early life was that at the age of 20 he worked on the building of the historic Coast Guard Cutter "Bear," now docked at an Oakland wharf, in a shipyard where he served his apprenticeship at Greenoch, Scotland.

COAST GUARD PLANES SINK FLOATING LIQUOR

Machine gun fire from Coast Guard airplanes has sunk several "floating treasure chests" which were yielding a rich prize of choice foreign liquors to yachts and other craft. Several rum-running vessels are believed to have gone down in recent storms, leaving their "deck loads" afloat. More contraband was heaved over-board by fleeing boats. A plane from Cape Cod broke up 100 cases of liquor with machine gun fire. At another point planes and patrol boats disposed of 150 cases.

THANKSGIVING DAY

The Destroyer Force made it possible for the cadets and men of the Academy to attend the football game at the Submarine Base between the Sub-Base and the U.S.C.G. Destroyer Force on Thanksgiving Day. Quite a number of the Academy men attended and helped to cheer the CG team to a wonderful victory. The CG Band was there in all its glory and believe us all they sure did play. After the game which **of course** we won, the men were transported back to the Academy and "dinner." We were all lined up waiting for the chow call when to everyones' surprise the band started to play a march and continued to play all thru the dinner. A Dinner; and **How!**

LIEUTENANT COMMANDER KIELHORN NOW AT HEADQUARTERS

Lieut. Comdr. L. V. Kielhorn has reported to Headquarters for duty, and is assigned to the office of the Inspector-in-Chief.

BASE NINE AIDS ARMY PLANE

The "AC-26-4111 (02C)" Douglas Transport aeroplane, attached to U. S. Army Air Service, Langley Field, Va., had a forced landing at the U. S. Naval Air Station, Cape May, N. J., on November 27, 1927, at 1:20 p. m., having run completely out of motor oil. he Aviation Unit, Section Base Nine, Cape May, N. J., supplied the Douglas Transport plane with 10 gallon of motor oil and 50 gallon of gasoline and got the plane underway in one hour and thirty minutes after its forced landing.

"CG-111" AIDS MOTOR BOAT

The "CG-111," attached to Section Base Nine, Cape May, N. J., at 12:10 p. m., November 23, 1927, while running in through entrance to Atlantic City, N. J., assisted 28 foot motor boat "L-8558" in getting off the beach. This boat had run on the beach and was resting on an old piling, that with the tide ebbing, might have gone through her bottom. A line was passed to the motor boat, the owner being on board, and after a few minutes towing she was floated and towed to mid-channel.

GUNNERY TROPHY TO "SNOHOMISH"

The Gunner Trophy for cutters is being shipped to the "Snohomish" where this prized treasure will be turned over to the Commanding Officer with appropriate ceremonies by the Division Commander. Lieutenant Commander F. J. Birkett, U.S.C.G., commands the "Snohomish."

COMMANDER BROCKWAY RETIRED

Commander B. L. Brockway, U.S.C.G., Commanding the cutter "Tallapoosa," basing at Mobile, Alabama, was retired as of December first, relieved from command of the "Tallapoosa" and ordered home. Commander Brockway has completed thirty years of honorable service in various ships and stations of the Coast Guard.

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away from their fortified towers and for the fishermen to live on the coast. They first moved to Seaton, a little to the south of Boulmer, and later to Boulmer itself, with its more commodious haven, but in 1624, more than twenty years after the union, a plan of it shows only one house.

"Fishing is still the industry of Boulmer, and the fishing season is divided into three periods—crab and lobster in the spring, salmon in the summer, and white fish in the "back kend" until the crabbing begins again. The herring industry is long since dead. So also is the burning of sea-weed, known, after it was dried, as kelp. It was burnt either in brick-kilns or shallow trenches. From the ashes, sodium carbonate, potash and iodine were obtained. The two kinds of laminaria were the most valuable sea-weed. They grew below low-water mark, and after heavy storms was harvest time. There is still a kelp-house at Boulmer, but it is now used as a store for fish, and the word kelp means nothing to the new generation.

"Dead, too, alas! is the more lucrative smuggling. For many generations "Boomer and its gin" were famous all over the borderland. The ruined refuge tower on Coquet Island and the cells of its vanished monks were the favourite rendezvous for the "free traders," of whom Isaac Addison (the name will appear again when we come to the Life-boat Crew) was the great hero. and many tales are told of his dexterity and effrontery. There were rhymes, too, about Boulmer's gin.

Jimmy Turner of Ford
Didna' think it a sin
To saddle his horse on Sundays
To ride to Bommer for gin.

And

Blind Wull Bawmer of Jethart,
His grips no guid to come in,
He felled a' the gaugers of Pethart
When coming frae Bommer wi' gin.

Jethart, it may be mentioned, is the famous Jedburgh, and a Jethart stave was used in border warfare.

"Like other fishing villages, Boulmer has its tradition of wealth coming to a household in a single night, and stories are still told round the winter fireside of the wreck of the "Priscilla" and of Queen Mary's treasure ship in 1565, when £2000 came as his share to the Lord of the Manor.

"Those days are long since gone. Vanished with them is the old superstition that it was sacrilege to attempt to save a drowning sailor, because that was to rob the sea of its appointed toll of victims. For a century Boulmer men (and women too) have given to the Life-boat Service the daring, energy,

The safety of our Guaranteed First Mortgage 5½% Bonds is never questioned. Our 21-year record of paying every dollar on the day it's due assures our investors of complete and prompt payment. We guarantee the principal and the interest, making the investment a certainty.

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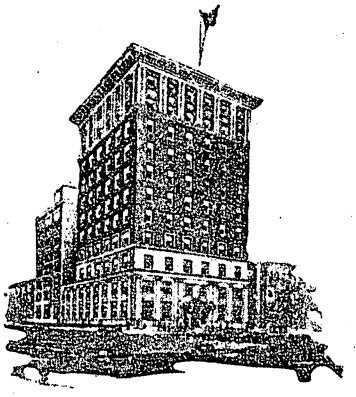

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CGM, Vol. 1, No. 4
Feb, 1928 p. 18

OFF THE FLORIDA COAST

Airplanes of the Coast Guard, flown by Lieutenant Commander C. C. Von Paulsen and Ensign L. M. Melka, U.S.C.G., are proving their worth in the war on smuggling.

From the air the Coast Guard surveys a great area and keeps in touch with vessels. Thus a vessel that looked suspicious was spotted. The fliers swooped down and observed that the vessel, a small white cabin cruiser, seemed to be loaded with contraband in sacks and cases. Not to make the suspected smuggler suspicious the Coast Guard plane flew high and into the sun this keeping it out of the visual range of the suspect. In the meantime radio messages were sent and the destroyer TUCKER overhauled the little smuggler. Apparently the boat spied the TUCKER about the same time. They made one vain effort at a get-away. The chase lasted only for a few minutes. The TUCKER was soon close upon the heavily laden yacht, and gave two signals with the whistle for it to stop, but it continued underway.

Having refused to recognize the whistle signals to stop, several shots from a machine gun were fired across its bow, at which it stopped. A boarding party under charge of D. D. Hesler, Ensign (T) was sent aboard her. They reported her to be loaded with contraband liquor. The ship was seized, brought the men, three in number, aboard the TUCKER, sent a prize crew aboard the boat, then made it fast to a towing line, and headed for Fort Lauderdale.

Soon the boat was reported to be leaking so fast that the men could not keep it pumped dry, and it became necessary to haul it alongside and lighten it by transferring the cargo to the TUCKER. The sinking condition necessitated a rapid transfer of the cargo, and consequently several sacks were lost overboard.

In an attempt to save the boat from sinking, a sling was secured around it, and an effort was made to raise its bow with boat falls. But the sling parted and as there was immediate danger of stoving a hole in it alongside the TUCKER, it was passed astern and resumed towing it.

At length the canopy of the boat, which had been damaged during transfer of cargo, carried away and the boat ran awash. The TUCKER continued towing it in this condition until about 2:30 a. m., when we stopped engines and dropped anchor just off entrance to Miami harbor. The boat immediately sank to the bottom in nine fathoms of water and remained there until it was turned over to the TAMPA next morning.

This was the V-8721 of Tampa, Fla., and contained approximately 139 cases of assorted liquor and beer. The men said they had been operating over three years without being caught. It was the first catch made by the destroyers.

RADIO FOR 100 AND 125 FOOTERS

Bids have been requested at Headquarters for combined radio direction finder and low wave receiver for 100 and 125 foot patrol boats. Bids have been sent to Wireless Specialty Co., Boston, Mass., and the Federal Telegraph Co., San Francisco.

CUTTER CHIPPEWA MAKES SEVERAL RESCUES

The steamer THOMAS BRITT, out of Superior, Wisconsin, bound for Goderich, Ontario, was observed frozen in the ice of Lake Munoscong. The cutter CHIPPEWA, commanded by Boatswain B. L. Bassham, U.S.CG., went to the assistance of the BRITT and, with the aid of tugs, managed to get the vessel moving through the broken ice.

While assisting the THOMAS BRITT the Canadian steamer BROCKTON overhailed and passed the BRITT and attempted to pass the CHIPPEWA which latter vessel was engaged in opening the channel ahead. In so doing the BROCKTON collided with the CHIPPEWA and did some minor damage. The BROCKTON went ahead and became fast in the ice, necessitating assistance to clear her.

The steamer JAMES B. EADS, from Fort William to Midland, Ontario, grounded near Coast Guard Station No. 4. The grounded steamer blocked the channel. The steamer's forepeak was flooded. With the assistance of the CHIPPEWA the steamer was floated and pumped out and warped round into the channel, where she proceeded on her way.

While the CHIPPEWA was cruising around Neebish Island, Michigan, the Norwegian steamer REINUNGA, Bergen, Norway, was observed fast in the ice. The CHIPPEWA broke up the ice ahead and enabled the Norwegian to clear into open water. The REINUNGA showed appreciation by a steam whistle salute to the Coast Guard vessel.

Upon receipt of orders from the Commander, Lakes Division, the steamers CANADOC and QUEEN were dispatched via West Neebish Channel, as the regular channel was impassable due to ice. The two vessels became ice bound and the CHIPPEWA labored for six hours trying to smash through the ice. The task was a heavy one and the aid of several tugs was necessary to complete the job.

SNOHOMISH DOES GOOD WORK

The cutter SNOHOMISH, Lieut.-Comdr. F. J. Birkett, U.S.C.G., commanding, received advice from the Columbia River light vessel that the schooner CLAREMONT had three injured men on board and also that the vessel was making heavy going. The SNOHOMISH went to the rescue and found the three injured men hurt in a boiler explosion and badly scalded. A surfboat from the SNOHOMISH took off the injured. The CLAREMONT was later taken in tow and brought safely to Astoria, Oregon, where the vessel was docked and the injured men sent to a hospital.

CORWIN RESCUES BRITISHER

The cutter CORWIN, Lieutenant C. H. Hilton commanding, rescued the British schooner ROSA FERLITA, from Nueva Gerona, Isle of Pines, bound for Mobile, Alabama.

The schooner, valued at $60,000, was badly crippled with sails gone and wallowing about in a rough sea. Due to lack of a needed line-throwing gun the CORWIN had difficulty getting a line to the FERLITA but finally succeeded at the risk of collision and towed the schooner to port.

SAUKEE DOES GOOD WORK

The cutter SAUKEE, Boatswain Harvey S. Browne, Jr., commanding figured in two bits of nice recent rescue work. The steamer HERMAN FRASCH, Master William Whalen, owned by the Union Sulphur Company, New York City, was caught in the strong spring flood current at the dock in Key West. The ship was soon broadside to the heavy current and in a bad way. The SAUKEE was able to get only one line to the ship. This line broke and the FRASCH, a five thousand ton steamer valued at $600,000, about to clear for Portland, Me., with a cargo of sulphur, grounded on an unexcavated portion of an old dock and dropped anchor. A small commercial tug with a tow prevented the SAUKEE from going at once to the aid of the distressed vessel.

The SAUKEE started attempts to float the steamer but was able only to swing the bow. For two days the SAUKEE tugged at the job, overcoming various hardships and handicaps. Finally at 9:20 p. m. the SAUKEE floated the ship and held her while she picked up dragging anchors and then cleared her into the channel.

The presence of the SAUKEE no doubt saved the owners thousands of dollars as the regular wrecking tug was absent and the only way out would have been to jettison the cargo of sulphur with inexperienced help. The barges for unloading were already ordered but the SAUKEE advised the FRASCH to hold on until the Coast Guard had done its work.

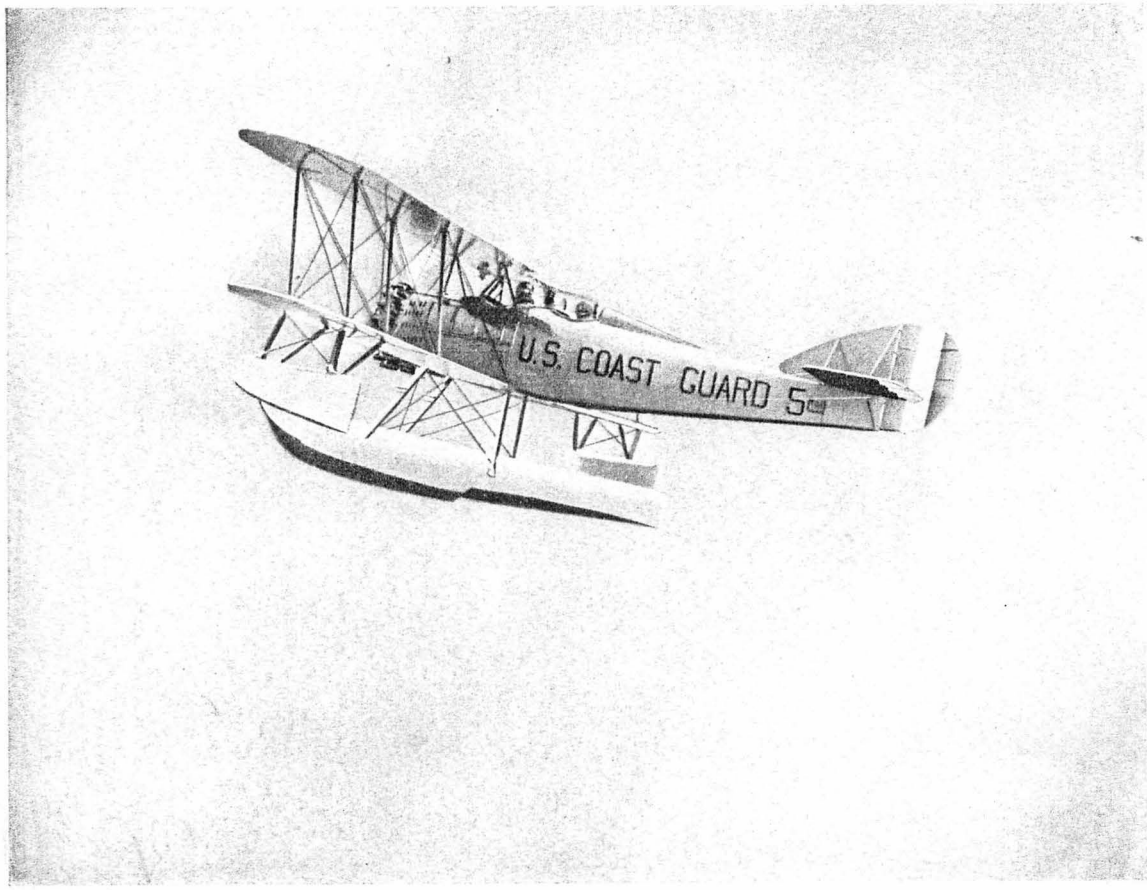
Previous to the work on the FRASCH the SAUKEE picked up the barge MATANZAS, of Tampa, with two men on board and the barge leaking badly. With heavy weather and low water over the Northwest Channel to Key West, making the job difficult, the SAUKEE finally towed the barge, in a sinking condition, into port, but only after the barge's bits had carried away and other difficulties incident to the rescue had been overcome.

CG-2354 ON THE JOB

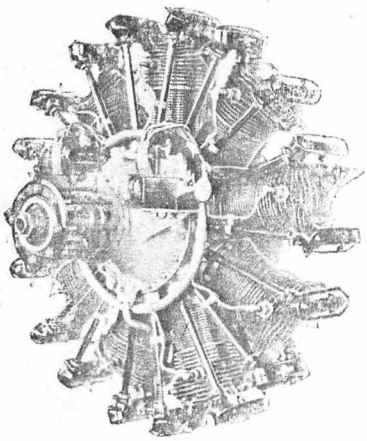
While the CG-2354 was patroling near Puffin Island, Washington, Fred H. Ramsey, Mo.M.M. 1c., in charge, a small boat was sighted drifting helplessly near Puffin Island, Wash. Investigation proved the vessel to be an 18-foot skiff with a broken down gas engine and helplessly drifting. A strong southeast wind was blowing with a very rough sea, after fighting the seas through the darkness the Coast Guardsmen succeeded in transferring two men and one woman from the skiff to the patrol boat. The transfer was made none to soon as the picket boat immediately swamped and broke to pieces on the reef. Those saved were Walton H. Orr and Mr. and Mrs. Paul Rottenberg, all of Anacortes, Wash.

K. T. WESTLING WINS BABY HEALTH AND POPULARITY PRIZE

Of interest to the many friends and former shipmates of Boatswain Walter Westling, of the AB-19. In the Miss Pensacola and Baby Health contest, conducted by the Frank Marston Post American Legion No. 33, January 7, 1928, Kenneth T. Westling, son of Boatswain and Mrs. Walter Westling, was chosen winner of the first grand prize, a silver loving cup.



The "Odd Job" Men of the Coast Patrol



THE beat of the Coast Guard Aerial Patrol is a hard one. It is enough that these planes help the Coast Guard keep America's front yard clear of floating derelicts, timbers, drifting logs, dead whales, and icebergs. But when stories come out of Coast Guard planes helping ships in distress... assisting in the rescue of passengers from grounded vessels... relieving the sufferings of flood stricken people ... even to rushing a doctor 200 miles in two hours to save the sick wife of an offshore lighthouse keeper, the Wright Aeronautical Corporation is proud that the Whirlwind Engine is used in the planes of these busy odd-job men.

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FOR IMMEDIATE RELEASE
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LOUISVILLE, KY., Dec. 7, 1960 -- Captain O.A. Peterson, USCG, Commander of the Second Coast Guard District, leaves the Coast Guard Lifeboat Station for inspection of its crew and presentation of Commandant Letters of Commendation to five Coast Guard personnel who extinguished a fire in downtown office building here last Sept. 13th. He is followed by Lieutenant Alfred H. Walter, USCG, Lieutenant Commander William C. Jefferies, USCG, and an unidentified Coast Guard Reserve Officer.

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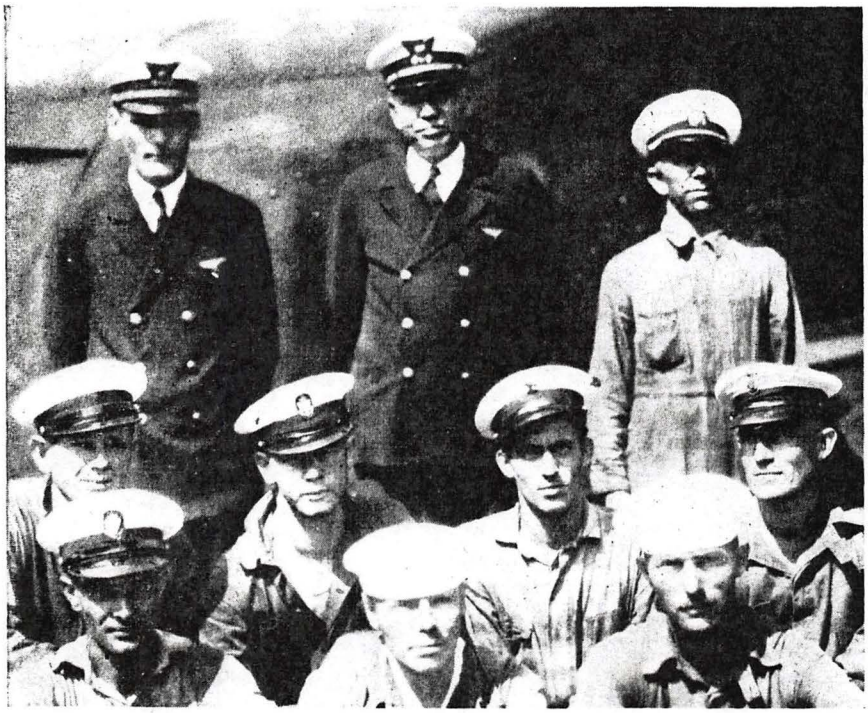
1929



AVIATION UNIT, BASE NINE, CAPE MAY, N. J.

Upper row, left to right: Ensign W. S. Anderson, officer in charge and pilot; Chief Gunner C. T. Thrun, pilot; Machinist (T) F. F. Crump. Center row, left to right: B. S. Johnson, C. B. M.; C. H. Harris, C. Mo. M. M.; E. M. English, C. Mo. M. M.; G. A. Aamold, C. Mo. M. M. Front row, left to right: A. D. Cooper, C. B. M.; A. E. Smith, Mo. M. M. 1c.; A. J. Diaz, G. M. 1c.

boats of a type best adapted to rescue work on the particular stretch of coast where the station is located. Besides the largest boat, the 36-foot power life-boat, which is too heavy to be launched from the beach into the surf and must be put overboard from launchways in protected waters, there are power surf-boats, pulling surfboats, dinghies, and, in fact, every type that can render good work in carrying out the important duties of the station. Each station has a line-throwing gun, by which a line may be thrown to a wreck and the passengers and crew then be brought safely ashore by what is known as the beach apparatus.

"The crews of these life-saving stations have made many rescues that displayed heroism of a very high order. The annals of the Service are full of stories of daring rescues made under the most difficult and dangerous conditions. There is something tremendously appealing about this work of going out into the storm to rescue human life from the perils of the sea. It is a high privilege for men to have such inspiring work as part of their regular official duty.

In Europe

"It was my privilege last summer to see something of the life-boat services, as they are called, of a number of European countries. I was greatly impressed by the great interest taken by all classes of society in the work of the life-boat services and by the very high regard in which these services are universally held. I heard a very pretty story in connection with the Royal National Life-Boat Institution of Great Britain, and I want to tell it to you. When the life-boat has been out to a wreck and has safely taken into the boat all the people from the stricken craft, the life-boatmen signal to the shore by burning a green light, which means 'All is well and we are coming home.' And so, when a member of the British Life-Boat Institution is buried, one of his comrades, standing by his grave, burns a green light to signify 'All is well and coming home.'

"A distinctive feature of our American Service is the beach patrol. At Coast Guard stations a fixed beat, or patrol, is laid out in each direction along the shore, and the members of the crew take turns in patrolling the beach at night and in thick weather, for the purpose of warning a vessel, by burning a light, that may be standing into danger. This is a very trying and arduous job in the wintertime and when a gale is sweeping the beach. Many of these stations are very much isolated and the men lead a lonely life. An outstanding characteristic of them is their unfailing readiness to be of service to everybody near their stations in all kinds of ways not directly connected with their duties. They are really protectors and guardians of all the people and property that are near the station and they let the people know that if they want any little service rendered, all they have to do is to telephone the Coast Guard station. Our records are full of accounts of all kinds of friendly service not connected with the sea that these men are continuously rendering.

Rescue Work

"Now, what is the Coast Guard actually accomplishing in rescue and assistance work at sea? For the five years ended June 30, last, the number of lives saved or persons rescued from peril was 15,279; the instances of lives saved and vessels assisted was 12,370; and the value of vessels assisted, including their cargoes, was $148,950,650. There is not a day during the entire year that the Coast Guard, though its instrumentalities, does not perform some manner of assistance to vessels or persons in distress.

"It is traditional with the Coast Guard to be on hand and to render service when any great disaster has stricken the people of the nation. You have not forgotten the great Mississippi flood that took place in the spring of 1927, when the waters of the river and its tributaries spread themselves over the valley to an extent unprecedented in history, attended by great devastation and desolation. The Coast Guard sent into the inundated region 674 officers and men and 128 vessels and boats, many of the boats, with their crews, being rushed by railroad from the Atlantic seaboard. It removed from positions of peril to places of safety nearly 44,000 persons and saved more than 11,000 head of live stock. Following the great hurricane of September, 1926, that did such damage to Florida, the Coast Guard sent a special relief squadron of vessels to the scene and rendered a great deal of helpful service. Following the recent hurricane in Florida waters, the Coast Guard has also been very much on the job.

Derelict Removals

"An interesting and important work performed by the Service is the removal of derelicts from the paths of navigation. A derelict is an abandoned vessel that is floating aimlessly about, as winds and currents direct it. Lying low in the water and, of course, without lights, it constitutes a real menace to ships at sea. When a derelict is reported, a Coast Guard vessel promptly proceeds to sea to find it. It is often necessary to search patiently for many days to find the wanderer. When finally located, the cutter will endeavor to take the derelict in tow and bring it into port, to be turned over to the owners. If this be impracticable, the derelict will be broken up by the use of high explosives. You can appreciate, I am sure, something of what it means to lower a boat in a seaway, possibly in the wintertime, when everything is iced up, loaded with guncotton mines, to lower these mines underneath the upturned bulk of a vessel that is pitching and rolling in the seaway, to work the small boat off to a reasonably safe distance, when the mines are exploded and the derelict destroyed. In five years the Coast Guard has destroyed or removed 534 derelicts and other floating obstructions to navigation.

"The Coast Guard maintains the International Ice Patrol, a work of tremendous importance to all trans-Atlantic travelers. Each year the Coast Guard cutters, during the iceberg season, cruise on the Grand Banks of Newfoundland, to locate icebergs and to warn the passing liners of the positions of these bergs. This work was inaugurated following that great disaster when the steamship Titanic, in 1912, collided with an iceberg and went down, with a loss of hundreds of human lives. The leading maritime nations of the world contribute toward this work, which is actually carried out by the United States Coast Guard, and it is gratifying to be able to state that since the Coast Guard took over this duty not a single life has been lost by collision with icebergs or ice fields in the North Atlantic. The cutters keep weary but constant vigil during the iceberg season, out in the fog banks of the North Atlantic, flashing out their radio warnings and thus enabling the great liners to pass safely through this danger zone of peace.

In the Far North

"Coast Guard cutters protect the seal herds and other fisheries in Bering Sea and visit the remote parts of Alaska, carrying medical aid and the benefits

CGM Jan. 1929
Vol. 2, No. 3, p. 10.

IN THE AIR

U. S. Coast Guard shows remarkable Aviation Progress as need of further Flight Development is Manifest

By LIEUT.-COMDR. (E) NORMAN B. HALL, U.S.C.G.

In charge of Aviation, Headquarters

FOURTEEN years ago this month, Capt. B. M. Chiswell, U.S.C.G., then commanding the old ONONDAGA, at Norfolk, Va., became interested in the possible use of aircraft for the purpose of locating derelicts and searching for disabled vessels. The Curtiss Airplane Company, at that time, maintained an Aviation Training School at Newport News, in charge of Captain Baldwin, who encouraged the idea and loaned planes and pilots to the officers of the ONONDAGA for the verification of Capt. Chiswell's theories. Needless to say, it was proven conclusively that an aviator could search enormous areas quickly, thoroughly, and economically, and representations were made to the Commandant which resulted some years later in the authorization to establish ten Coast Guard Air Stations.

From 1917 to 1926 various attempts were made to establish Coast Guard Air Stations, but little real progress was made until March, 1926, when a small appropriation was obtained and five airplanes were purchased. Two of these planes were stationed at Cape May, New Jersey, and three at Gloucester, Mass. Since then the work of the Coast Guard airplanes has been largely experimental. The officers interested in aviation have striven to demonstrate the great usefulness of the planes, and to convince the Service generally that these high speed craft are necessary to the efficiency and progress of the Coast Guard. The work of these officers and men has been accomplished in spite of numerous obstacles, without sufficient funds, and at great personal risk.

During the calendar year 1928, the airplanes of the Coast Guard made 445 flights, cruised 83,083 miles, searched an area of 1,342,095 square miles, and had but one forced landing. This excellent record indicates that aircraft can be of great service in the rapid search of large areas. The area that can be searched is of course dependent upon: (a) the object being searched for: (b) visibility: and (c) the condition of the sea (in the case of small objects). Due to the greater height above water and greater speed, the airplane can search an area of from 4 to 10 times as great as a surface craft under the same weather conditions. In the search for objects floating low in the water the airplane has a decided advantage, due to the better angle of vision.

The planes now in use are small and slow. Therefore, the maximum distance patroled offshore has never exceeded 200 miles, and the maximum area searched in one hour has been approximately 3600 square miles. With planes of the type hereafter described, these figures will be materially increased, and with this increase, service efficiency will increase.

CAPT. B. M. CHISWELL, U.S.C.G.

Fourteen years ago, Captain Chiswell, the founder of Coast Guard aviation

Efficiency is of little value if costs are excessive. The efficiency of any unit or operation can be evaluated only by considering the cost of the operation together with the economic value of the operation. An investigation of the cost of searching a **square** mile of ocean during the year 1928, yields this startling result: Charging off the **entire first cost** of the planes as depreciation, and totaling the cost of all salaries and allowances, repairs, fuel, and miscellaneous, the cost of searching one **square** mile is 16.07 **cents.**

If all planes had been wrecked during the year, the cost of operation would have been nominal; considering that this is the second year, and that the planes are still in fair condition, the cost per square mile, if a reasonable depreciation be used, would be approximately 9 cents per square mile.

It is extremely dangerous to venture into the field of prophecy, but present indications as derived from the formation of enormous aircraft manufacturing companies, the organization of air transport lines, and the purchase of private aircraft, show that it will be necessary for the Coast Guard to develop along similar lines. It is reasonable to believe also that the Coast Guard can be of assistance to aircraft along the coasts of the United States in a manner parallel to the Coast Guard's assistance to merchant ships.

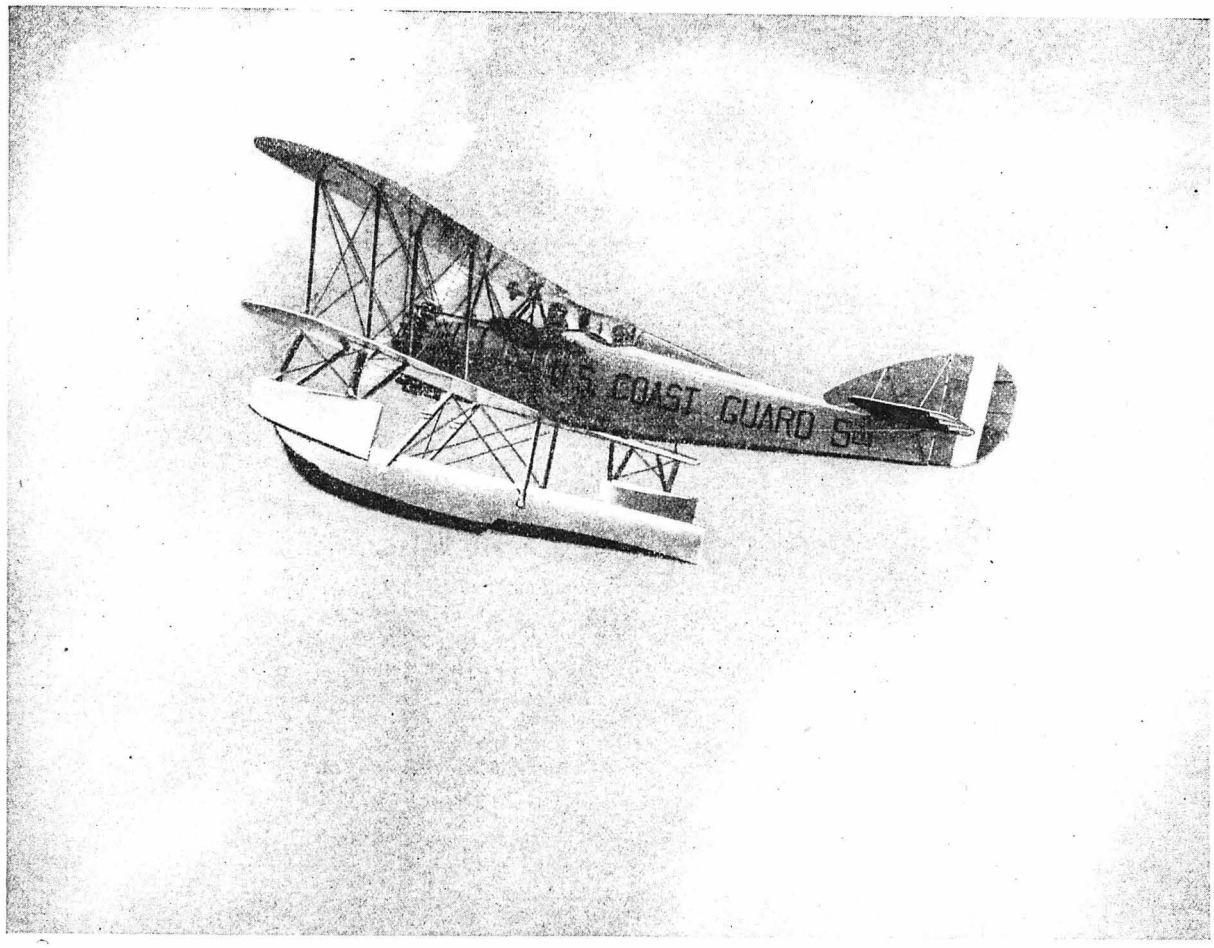
Due to the superior safety of passenger air transport over water, regularly scheduled lines will soon be established along the coasts and across the Great Lakes. The communication system between the present Coast

BACK TO HER NEST —U.S.C.G. Official Foto

One of the Loening far-seeing eagles of the U.S. Coast Guard returning to her hangar, while temporarily stationed at the Naval Air Station at Anacostia, Washington, D. C. The Army War College can be seen in the background.

Insert: Lieut. Leonard M. Melka, one of the country's best flight officers, chosen for the very particular needs of the Coast Guard, pilot of plane pictured above.

CGM, May, 1929 Vol. 2, No. 7 pp 6-7.



LIKE BRYANT'S WATER FOWL

The above illustration, showing a Coast Guard Vought plane on the wing, equipped with Wright whirlwind motors, suggests high in the clouds, Bryant's famous poem, "Ode to a Waterfowl," viz.: "All day thy wings have fanned at that far height the cold, thin atmosphere."

Guard stations will be of inestimable value in "checking" these large transport planes along the shore, and the Coast Guard is ready and willing to accept this important duty.

It is noted that all aircraft crossing the Irish Sea in the British Isles are required to depart from and fly to designated points on either side of the channel. The planes fly close enough to these points to be identified by the wing markings, and this requirement greatly increases the safety of the passage over this body of water. There are numerous points along the coasts of the United States where a similar service must be rendered. It is of little value to know that a plane is overdue at a given destination, if an adequate airplane is not immediately available for search and assistance work. Recent experiences of the Pan American Air Ways with a disabled airplane indicate the necessity for the Coast Guard to include aircraft in the assistance program and establish stations where they will be of the greatest value. At the present time many of the air transport lines are using land machines for long distance over-water flights, and when these machines are forced to land in the water, the lives of the passengers and crew may depend on the speed of the search, location, and rescue.

The aeronautical enthusiast may desire to minimize the possibility of future disasters; it is hoped and expected that they will become more infrequent, but 100 years of maritime history proves that disasters at sea and along the coast can not be entirely prevented, and never will be. The Coast Guard must prepare to continue its most creditable record. As an indication of the amount of assistance rendered to airplanes, it may be noted that to date the Coast Guard has assisted 546 airplanes.

The last Congress appropriated $144,000.00 for the replacement of several of the present planes that have outlived their usefulness, and it is hoped that the Coast Guard will be able to obtain sufficient funds in the next two years to properly equip several of the stations that were authorized by the Naval Appropriation Act of August 29, 1916.

The type of plane believed to be most suitable for Coast Guard work has been given very serious consideration, and the type may be roughly described as follows:

Flying boat type;

Cruising radius—approximately 1000 miles;

Endurance at maximum range—14 hours;

Maximum speed—130 miles per hour;

Twin engines; and ability to fly with one engine, with 3 hours fuel for one engine;

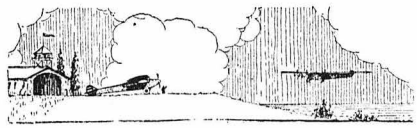
Crew: (4), pilot, navigator, mechanic and radio operator;

Wings and propeller well clear of the water;

Hull sufficiently rugged to live in a moderate sea;

Complete radio equipment.

Several aircraft companies have made preliminary designs, and there is no doubt that all the conditions can be met, and that the Coast Guard planes will take their place with other Coast Guard craft in maintaining the Service Record for prompt, efficient service to those who travel by sea or over the sea.



AN OLD TIMER

A ghost from Norfolk's maritime past was literally "dug up" when contractors, balked in driving piling for the foundation of a six-story cold storage warehouse at East Main and Water streets, near Union Station, used dynamite and unearthed the remains of an ancient sailing vessel 20 feet beneath the surface of the ground.

The vessel is believed to have been sunk more than a century ago when that entire section of the eastern branch of the Elizabeth River was covered by water and when shipping activity centered there.

—U.S.C.G. Official Foto

WARRANT OFFICERS OF THE COAST GUARD AIR SERVICE

Left, Machinist Frank Crump, one of the men who painstakingly cares for the motors of Coast Guard planes at the Cape May Air Base.

Right, Radio-Electrician Arthur G. Descoteaux, who has done much to develop radio contact between surface mobile units of the Service and aircraft in the Coast Guard. He also acts as observer when hunting down "blacks," derelicts, or aiding distressed vessels.

WESTERN INSPECTION

Rear Admiral F. C. Billard, U.S.C.G., Commandant of the Coast Guard, left Washington on April 12th, bound for the Pacific Coast via. the Capital Limited. Mrs. Billard accompanied the Commandant.

This trip constitutes the commandant's first Western tour as Commandant. The purpose of the trip is to make inspections of units and vessels on the Pacific.

In Admiral Billard's absence Captain B. M. Chiswell, U.S.C.G., Assistant Commandant, is in charge at Headquarters.

"TIDE RIPS"

The 1929 edition of "Tide Rips," the Coast Guard Acadamy annual, is soon to make its appearance. The staff promises that this year's "Tide Rips" will be an exceptional one, a real souvenir not only of this year's graduating class but of the entire Coast Guard as well.

The staff of "Tide Rips," '29, consists of Cadet G. H. Bowerman, Editor; Cadet C. M. Perrott, Business Manager; Cadet F. V. Colmar, Advertising Manager.

NEW BASE AT BILOXI

How the people of Biloxi, Miss., appreciate the Coast Guard in their community is well told in an editorial based on the opening of the new docks at Biloxi for the use of the Coast Guard. Extract is from the Biloxi Daily Herald:

"The completion, ceremonial turning over, and reception of the docks and conveniences built for the Coast Guard on Back Bay, in Biloxi, formed a picturesque scene and was altogether a signal occasion. It marked the recognition by the city that the Coast Guard and its personnel not only were a great institution for Government in rescue work, and in enforcement of the customs laws, but that the officers and men, and particularly their commander, had become identified with the city and its activities in civic and social departments.

"No public occasion passes without co-operation by the natty vessels of the Guard, manned by spick and span men of politest demeanor. The men also take great interest in local sports. Commander Edmonds and family have made very many warm friends, and he himself at the earliest opportunity joined one of the civic clubs and is ready, willing and able to act at any functions where his presence and services are requested.

"Admiral Billard met an enthusiastic welcome and seemed impressed, on this repeated visit, with the spirit of the community and the harmony between his department and the citizens. Here again, it is believed, a new and potential friend has been found."

FLORIDA-ALABAMA FLOOD

The Coast Guard in its traditional manner extended its unlifting hand in aiding sufferers of the flood that visited Alabama, Fla., and a small section of Mississippi in March.

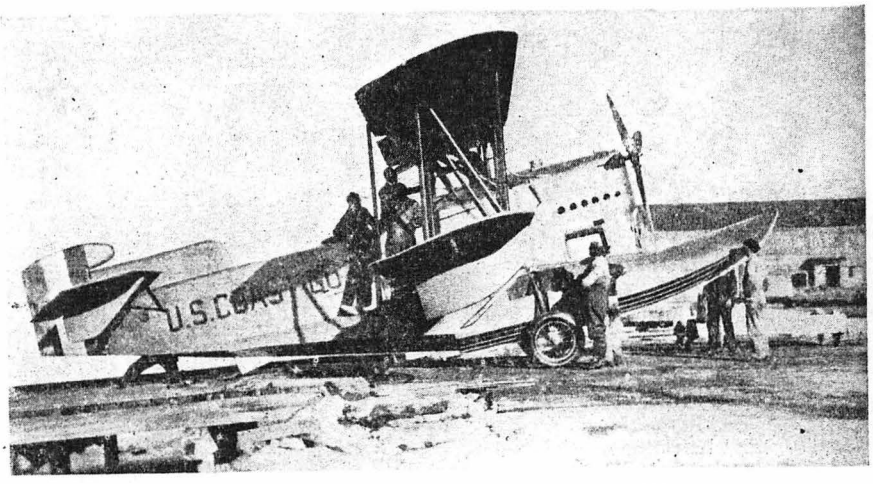
Detachments of Coast Guard personnel from Section Base 15, and the Santa Rosa Coast Guard Station were despatched to the flooded district of Careyville, Fla., on the Choctawhatchee River, and were instrumental in bringing relief and succor to a great many flood victims.

Lieut. (R) S. P. Edmonds, Commander of Base 15, took personal charge of the operations with the assistance of F. A. Leamy, Pay Clerk William Cunningham, A. D. Cholewinski, Yeoman Second Class, and S. C. Pluff, Radioman first class.

The Santa Rosa Coast Guard Station, Boatswain Byron Dawley in command, and CBM J. T. Knight, MoMM2c J. J. McKinney, Surfman A. W. Gairey and R. A. Palmers, assisting, were the first of the Coast Guard to reach Careyville with supplies for the stricken populace. Trips were made to Wright's Creek and its vincinity: Geneva, Alabama, and its vicinity; and in cooperation with the Red Cross delivered supplies to needy families, assisted in erecting army tents and transporting about one thousand persons to safety.

It is reported that CMoMM Robert H. Ayres, attached to the Recruiting Office at Montgomery, Ala., with the help of civilians, was instrumental in rescuing 81 persons from the isolated town of Elba, which was entirely surrounded and covered by swift streams of water ranging in depth from fifteen to twenty feet. The people of the town it is said, were marooned in the upper stories of the houses, on the roof tops, and even in the high trees. Ayres' rescue work and other work on the occasion has elicited high praise from civil officials.

While the work of the Coast Guard in this catastrophe was of short duration, it was intensive throughout and surrounded by great danger, and the splendid efforts of the personnel composing the detail has been the means of alleviating the sufferings of many persons and in saving the lives of a great many others.



IN THE COAST GUARD AIR SERVICE

Illustration shows a Loening Amphibian Coast Guard plane, type OL-S equipped to alight on either land or water. Coast Guard flyers have a habit of "laying 'em down like a seagull" in coming from the air to the surface of the sea. The value of Coast Guard air forces was recently proven when Ensign W. E. Anderson, U.S.C.G., flying out of Section Base Nine, at Cape May, N. J., sighted the yacht Nomad walloping helplessly in the trough of the sea. He signalled patrol boats and the vessel was boarded. The newspapers have since carried the story of the yacht, "all hands inebriated, one dead, helm awash." What would have happened to the Nomad but for the watchful eye of a Coast Guard Plane?

CGM, May 1929 Vol. 2, No. 7, p. 18

U. S. Coast Guard

After Four Years

AT SECTION BASE SEVEN

The City of Gloucester as seen from a Coast Guard plane — *One of Base Seven's planes returns from morning patrol*

Interesting History of Section Base Seven at Gloucester is Record of Achievement

By LIEUT.-COMDR. E. A. COFFIN, U. S. C. G.

Commanding Section Base Seven

BACK in the fall of 1923 Gloucester needed help, and needed it badly, for by that time the popular though shady pastime of rum-running and its ugly twin, hi-jacking, brought into being by the passage of the Prohibition Act, had grown to scandulous proportions in and about the sandy rivers and rocky headlands of old Cape Ann. From the elevated plateau of Ravenswood Park, beyond the city, the foreign hulls of Rum Row could be seen lying insolently at anchor but a few miles off the harbor entrance, and each dark night saw liquor landings increasingly frequent and brazen. There was no State Enforcement Act to help out and a flying squadron of city police, organized to check the traffic, worked hard but found itself practically impotent for lack of adequate boats; the good people of the Cape were becoming scandalized beyond measure.

In its time of trouble Gloucester turned at last to the Coast Guard, as has many another sorely beset; let us see how the call for assistance was answered by the men who specialize in that line.

The S O S Goes Out

In January of 1924 things had come to such a pass that Mayor MacInnis and the City Council held an indignation meeting with the result that Alderman Martha N. Brooks was deputized to go to Washington and interview the Prohibition Director, seeking some measure of relief. She did, and that dignitary sympathized with her troubles, but, pointing out that he could furnish her with no water craft whatever, advised that she apply to the Coast Guard.

Nothing daunted, Miss Brooks hied herself to Fourteenth street and Pennsylvania avenue, N. W., and was ushered into the presence of the Commandant, only to discover, to her surprise and relief, that he was none other than the officer she had helped to entertain at the Cape Ann Day celebration of 1923—Comdr. Frederick C. Billard, but very recently elevated to the rank of Rear-Admiral, as was evidenced by the display of flowers that decorated his office that winter morning.

Her task thus made easy, Alderman Brooks explained her mission and with all earnestness requested his assistance for Gloucester. The Admiral informed her that there was then underway a project for the construction of a large fleet of fast patrol boats to combat the rapidly increasing smuggling of intoxicants in all sections of the country, and promised her that someone would be sent to her city to investigate and report.

Coast Guard Comes to Gloucester

During the summer the Admiral's aide visited Gloucester to look into the matter and in November Lieut.-Comdr. Carl C. Von Paulsen, a Coast Guard aviator of renown then on sea duty, was ordered to the city to locate a wharf suitable for occupancy as a patrol base. To assist him was Chief Boatswain Nelson F. King, in command of the boat AB-9, formerly the yacht Pioneer, but at that time being used by the Commander, Eastern Division, Boston, as harbor patrol, boarding boat and telephone-cable layer. Mr. King was well known and esteemed in Gloucester, having had charge of the Life Saving Station at Doliver's Neck for some twenty-two years.

Together they made an exhaustive survey of the waterfront, with the kindly assistance of the Chamber of Commerce, and finally decided on the Steele & Abbott wharf as being the only available place.

Base Seven Gets Underway

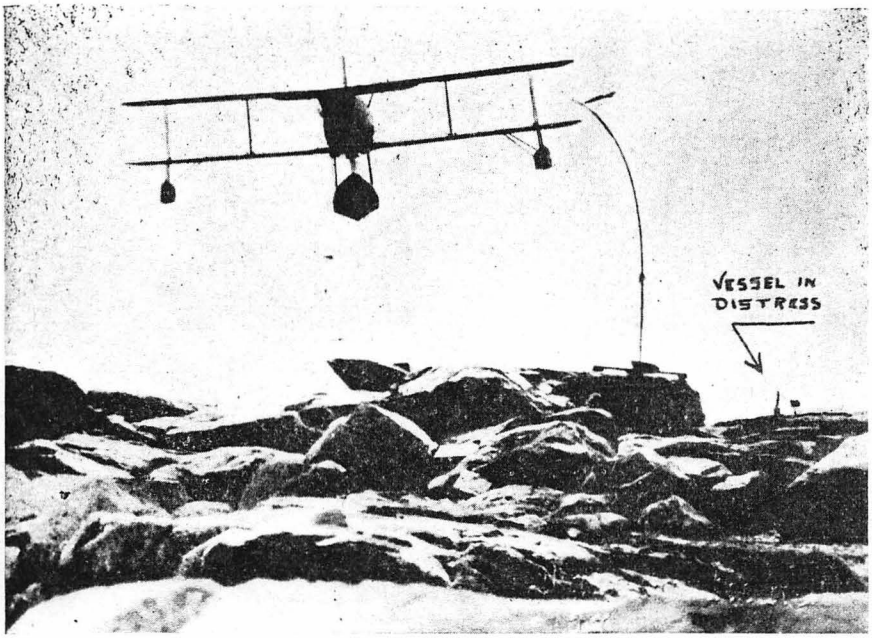
Consequently, on December 1, 1924, Coast Guard Section Base Seven was started, with the AB-9 as both fleet and flagship, and on January 1, 1925, quarters on the wharf were taken over; Gloucester was going into action against the rum-running gentry at last.

By now two new, high-speed, open type, 36-foot picket boats, powered with 180 H.P. Speedway motors, had been assigned with their crews to the Doliver's Neck Station. These were taken over by Base Seven and before long the little fleet was augmented by another picket boat, of the sea-going, cabin type.

Things were beginning to look not so good for the smuggling fraternity—no longer were the pickings easy and the profits assured—a man trying to pick up an honest penny running in a little of the "good stuff, right off the boat" could never tell when one of those lean, gray shapes would slide up alongside out of the murk, flying the cross-barred flag—the hail to heave-to and be searched followed by a spatter of machine-gun bullets if he turned to run. And, believe it or not, there's something about the business end of a Lewis gun that inspires a feeling of helpless nakedness not engendered by the single splash of a solid shot.

The cabin picket boat operated night after night in the Annisquam River, the other two worked in the harbor and along the coast line, while the AB-9 prowled off-shore—liquor landings fell off appreciably.

CGM June 1929 Vol. 2 No. 8, pp 4-5; 43-48.



AID VIA THE AIR

Line-carrying experiments conducted at aviati n base, Section Base Seven, Gloucester Mass. The seaplane has just picked up shot line from poles and will now carry it to the vessel supposedly in distress. After the line is dropped from the seaplane to the deck of the vessel in distress, the breeches-buoy is quickly run out to the distressed vessel, and survivors are brought ashore by this means. This method is most practical when the vessel in distress is too far from shore for the shot line to reach, and when the sea is too rough for the launching of small boats.

It was cold, bitter, thankless work that first winter, out night after freezing night in those open speed boats, eye and ear strained for the incautious light or muffled exhaust of some more hardy scoff-law — many a half-frozen boatswain's mate buried his chin deeper in the turned-up collar of his pea-jacket and cursed Mr. Volstead and the Eighteenth Amendment from the bottom of his heart—but the Coast Guard had it to do, whether they liked it or not, and do it they did, in the good old-fashioned way.

Beginning to Look Up

In the spring of 1925 it was better—by twos and threes the first of the big, new 75-foot patrol boats, with their crews of a warrant boatswain and eight men, began to arrive—until, by July, there were eleven of them on the job, working off-shore in shifts of three and four at a time so that the area was under observation at all hours. The patrol area was extended until it included the shore line, harbors and bays from Marblehead to Portland, not neglecting the "rummy" rendezvous spots of Stellwagen Bank, Jeffreys Ledge and Platts Bank, far off-shore.

If a patrol boat encountered a foreign liquor-carrier, too far at sea to be seized, its mission was to trail that carrier until relieved by another boat, to prevent its unloading into American speed boats always hovering just out of reach, waiting for a chance to make contact.

New Weapon Arrives

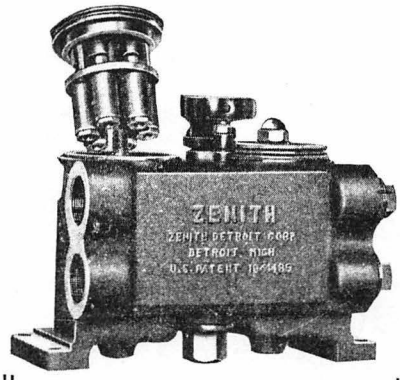
His fleet now actively deployed, Commander Von Paulsen decided to put to practical use his most thorough and extensive training as an air pilot. He borrowed from the Navy Department one Vought seaplane, type UO-1, housing it temporarily at the Naval Reserve Aviation Station, Squantum, until, in April, it could be placed in a make-shift tent hangar on Ten Pound Island, Gloucester Harbor.

With this single plane, Von Paulsen and his old shipmate, the veteran aviator Gunner (later ensign and lieutenant, j. g.) Leonard M. Melka, flew many thousand miles on patrol that summer, locating liquor-carrying craft from the air and directing the patrol boats where they might be found.

A new hazard had been added to those already besetting the erstwhile peaceful and profitable pursuit of bringing in the bacon for home consumption—the blooming Coast Guard was getting eyes in the back of its head and a lad couldn't even run around on the ocean anymore without having this big, buzzing insect nose out of a cloud and drop down on him unexpectedly. Rum Row broke up in disgust and moved off-shore—things were certainly getting tough in the smuggling business. The experience gained that year from the operation of this single seaplane convinced Headquarters of the advantages to be derived from the use of air-craft in Service work and in 1926 it was decided to establish an air base at Gloucester. During the summer of that year, and after a prodigious amount of preliminary blasting, leveling and concrete pouring a large steel hangar was erected on Ten Pound Island entirely by the Coast Guard personnel attached to the base.

By December, 1926, three planes had been received and put into operation—two Loening amphibians, type OL-5, with inverted Liberty motors, capable of alighting on either land or water, and one Vought seaplane, Type UO-4 with the famous Wright Whirlwind motor. All three of these planes, together with two others put into use at Cape May, N. J., were specially constructed for the Coast Guard, being of stronger build and greater fuel capacity than Naval planes of the same make.

As rapidly as the apparatus could be constructed and tested by Service personnel assigned for that duty, the two amphibians were equipped with remark-



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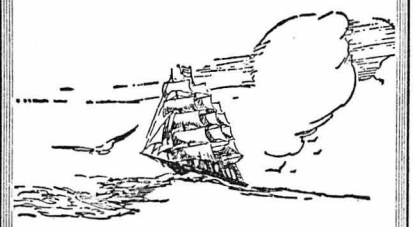


Gloucester
Master
Mariners
Association

Fishing
Masters
Producers
Association

GLOUCESTER
MASSACHUSETTS

AFTER FOUR YEARS

(*Continued from Page Five*)

ably efficient radio sending and receiving sets, for either voice or code transmission, and equally available in the air or on the surface of the sea. This radio equipment kept base headquarters advised at all times as to the position of the plane and of anything of interest sighted by it while out on patrol—so efficient were these little sets, due to the technical ingenuity of Radio Electrician A. G. Descoteaux, that, from the air, the voice could be transmitted 150 miles and the dot-dash code, 1200 miles.

Growing Pains and Readjustments

By the spring of 1926 it was apparent that the quarters occupied on Steele & Abbott's wharf were no longer adequate for the fleet, which then numbered fifteen patrol vessels. Accordingly the property known as Parson's Wharf, on the eastern side of the inner harbor, was leased from Frank W. Wilkisson of New York and the personnel and boats moved to the new location on June 30 of that year.

In May, 1926, Chief Boatswain King, who had been executive officer of the base since its inception, was transferred temporarily to the cutter MASCOUTIN and his place was taken by Boatswain (L) (now district commander) Christopher L. Sullivan. Mr. King returned after a few months and continued in the capacity of executive until he was transferred to the cutter REDWING in October, 1927, and his work taken over by the present incumbent, Chief Boatswain Oscar Vinje.

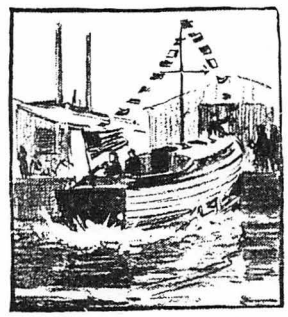
In November, 1927, it was decided by Headquarters to discontinue Base Sixteen at Rockland, Me., and the four 75-foot patrol boats stationed there, together with the office force, was transferred to Base Seven, making a grand total of fifteen patrol boats, three picket boats and the AB-9 at Gloucester.

Shortly after this one of these patrol boats, CG-279, was transferred to the district commander at Portsmouth, N. H., and another, CG-139, to Base Five, Boston. Then again, in May, 1928, two more boats, CG-153 and CG-173, were sent to the Great Lakes and the AB-9 to the Coast Guard Depot, Curtis Bay, Md., leaving at Base Seven its present complement of eleven 75-foot patrol boats and three 36-foot picket boats.

Base Seven Changes Commanders

Along in the spring of 1928, the writer, being more or less fed up with destroyer duty after three consecutive winters spent out on the unfriendly bosom of the North Atlantic, and yearning to get back into the flying game which he had left most reluctantly as a naval aviator nine years before, applied for command of Base Seven. Much to his surprise, he got it, relieving Von Paulsen in April and looking forward to several congenial years of flying duty before relapsing into an innocuous middle age.

However, and alas, for the hopes of mice and men—after taking over the Base and, somewhat to the dismay of Lieutenant Melka, making fifty or more flights or something like forty-seven hours in the air, he was ordered up for medical examination prior to receiving the expected accolade of a designation as Coast Guard aviator. The naval surgeon that went over him looked like a good egg, and probably was, off duty, but he just couldn't over-



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look one eye that wasn't up to standard and the upshot of it all was that the humble applicant could never fly for the Service again—that is, unless there should happen to be another war.

This was one to the solar plexus that was hard to take, but the patient is once more able to sit up and take a wistful, feeble interest in affairs.

Despite the fact that the base commander was now a penguin, lacking thereby much of the charm and dash of his popular predecessor, the good people of Gloucester chose to overlook his deficiencies and took him into their hearts and councils in a manner so convincing as to make the task of serving them a pleasure indeed.

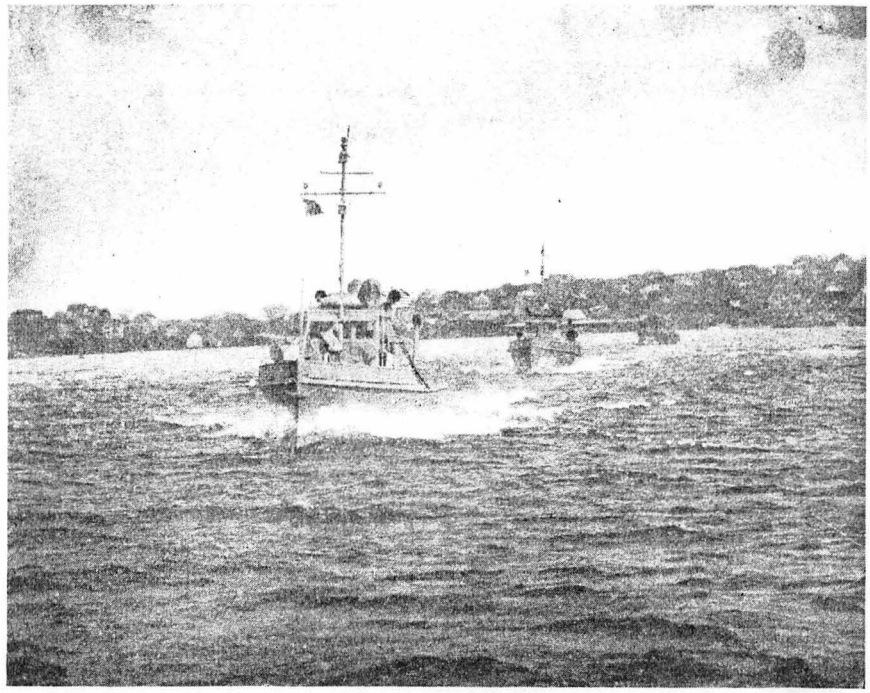
Forgetting Smuggling for Awhile

Gloucester summoned the Coast Guard to combat lawlessness, yet it is safe to say that it is in the matter of service rendered to those that "go down to the sea in ships," either for their livelihood the year round or for their pleasure in the summer months, rather than in the grim business of throttling the smuggler, that Section Base Seven will live longest in the memory of the people of Cape Ann.

Let us look back over the records of the Base and see what has been going on in this matter of SERVICE TO THOSE IN DISTRESS—the paramount interest of the Coast Guard, whether located in New England, on the Gulf of Mexico or at the last bleak outpost of Nome, Alaska.

Since the Base went into commission in January, 1925, there have been two hundred and twelve cases of assistance rendered by its boats and personnel, embracing the following casualties to vessels, property and persons:

Fishing vessels in distress and towed in, on account of motor trouble (in the majority by far), fuel gone, propeller or rudder gone, sails gone, in collision, dragging anchor, towed away from burning wharf, on fire, etc.



STANDING OUT

Patrol Boats from Section Base Seven at Gloucester putting out to sea for patrol.

Valuable seine boats, nets, dories and rafts picked up and returned to their owners.

Fishermen rescued from drifting boats after becoming lost in the fog or their parent boats sunk by explosion and fire.

Yachts disabled, capsized or on fire.

Steamers, strange to these waters and lost in the fog, piloted to safe anchorage.

Rescuing men from drowning; breaking ice in Manchester Harbor.

Fighting fire on Great Misery Island and on wharf property in the city.

And, so, on and on.

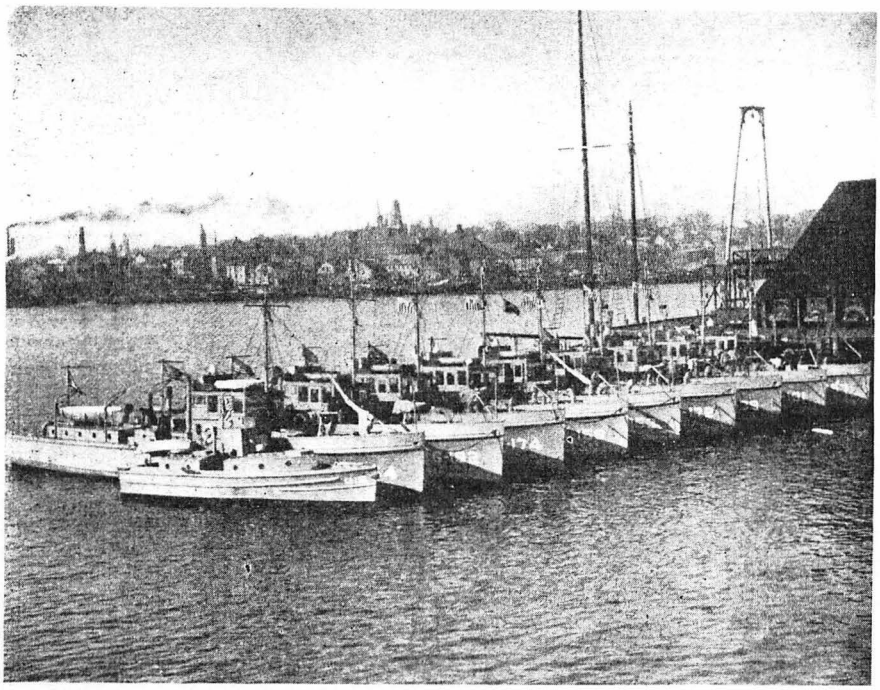
Let us examine a few of these reports of assistance, picked at random from the files; they might prove interesting.

Here's one that is surely out of the ordinary:

"At 2.30 P. M. July 20, 1925, the Rev. E. M. Grant of Magnolia appealed to the commander of Section Base Seven for assistance in conducting the funeral of Bruce Chapman, U. S. N., a former naval officer. It appeared that the ashes of the deceased were to be strewn upon the waters in accordance with his last wishes. A boat had been employed to take the funeral cortege to sea for this purpose but had not appeared, leaving the cortege, so to speak, stranded, to its great distress of mind. While somewhat out of the line of the regular Coast Guard duties, the natural distress incident to such a situation was recognized and patrol boat CG-192 was placed at the disposal of the Rev. Mr. Grant, who took the entire party of six persons beyond the breakwater, where the necessary ceremonies incident to the disposition of the remains were conducted, and then returned to Gloucester. The Rev. Mr. Grant expressed the greatest appreciation for the assistance rendered."

Here's one about some nets—nothing very thrilling, but no doubt the lad was glad to get them back:

"At 8.30 A. M. October 26, 1925, the master of the fishing schooner Eva M. Martin came to Section Base Seven and reported that he had lost eighty-five mackerel nets sixteen miles east by north of Cape Ann during a gale Sunday. He had searched for them without success and was forced to return to Gloucester due to the severe weather. Patrol boats CG-155 and CG-174 were dispatched to search for the nets, the master of the Eva M. Martin going out on the CG-155. The nets were found at 5.30 P. M. October 26 about twenty-one and a half miles off shore. They were hauled on board the



AT GLOUCESTER, MASS.

Patrol boats attached to Section Base Seven tied up at their regular moorings.

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CG-155 and brought into port and unloaded at a wharf in Gloucester. The owner of the Martin expressed great appreciation for the service rendered, the nets would otherwise have probably been a total loss."

Here's a man lost in a dory:

"At about 4 P. M. on January 21, 1926, while cruising on Jeffrey's Ledge, the officer-in-charge of the CG-155 had the engines stopped while he reported to Base Seven by radio and while he was repeating the message, a member of the crew stated that he heard shouts. As there was a heavy haze nothing could be seen, but the CG-155 immediately got underway and after about twenty minutes' search found Joseph Parisi, who gave his address as Lewis street, Boston, in a dory deeply laden with fish. He stated that he had been drifting since ten o'clock in the morning of the twenty-first, having lost sight of his boat, the C-988. His cargo was taken on board and the boat taken in tow and proceeded to Gloucester, where the man was put ashore and his boat and cargo turned over to him. The CG-155 proceeded on patrol after reporting to the base commander. This man would undoubtedly have perished had he not been picked up, as a heavy wind and sea sprang up the following night accompanied by intense cold and snow."

Here's a fire at Fort Point, Gloucester:

"At 5.50 A. M. February 9, 1928, while cruising around Gloucester Harbor with picket boat CG-2336, on harbor patrol, noticed heavy smoke coming from Fort Point. Immediately headed for said place and when nearly there, observed a building on the wharf being on fire and heard a fire alarm sounded. The fishing schooner Julia was observed lying moored at wharf and in grave danger of catching afire. Went alongside said schooner and made fast, cast off mooring lines from wharf and towed vessel to safety.

"The heavy smoke from burning

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building on the wharf made the work of saving the schooner very difficult. Had it not been for the timely arrival of the picket boat, the Julia would undoubtedly have been destroyed, as the burning building was totally burned before the local fire department got the fire under control and it would have been impossible for anyone to have reached the schooner from the wharf.

"After securing the above vessel at Cunningham & Thompson's wharf, the CG-2336 returned to the scene of the fire and found a number of gill nets, drying on wooden reels on the wharf, in danger of burning; unreeled same and carried them to a place of safety."

And another one in the same place:

"While cruising around Gloucester Harbor in picket boat CG-2201 at 2.30 A. M. May 11, 1928, observed smoke coming from the roof of the Fort Company cold storage plant. Landed at wharf and investigated; found that the roof around exhaust muffler from the plant engine had caught fire, evidently caused by overheated muffler.

"Notified engineer of the plant and the fire was soon extinguished without any serious damage. If the fire had not been discovered just as it started, serious damage might have resulted to plant, wharf and surrounding buildings."

Here's a man saved from drowning:

"At 8 A. M. May 30, 1928, while getting underway from Union Wharf, Portland, Me., heard cries for help. Upon investigation, found Ralph Webber of 18 Wilmot street, Portland, in the water alongside Union Wharf, where he had fallen from the deck of a motor boat on which he was working.

"Webber was in an exhausted condition when found, being unable to hold on any longer to a piece of 21-thread manila which was made fast to the wharf. He had managed to catch two turns around his wrist with the manila and lay there exhausted, with his face just above water.

"Webber was taken out of the water and brought aboard the CG-157, stripped of all wet clothing and given a rub-down, hot drinks and dry clothing, after which he improved rapidly, none the worse for his experience.

"Webber stated that he had fallen overboard with heavy clothes and boots on and swam about fifty feet to the piece of line he had hold of. He also stated that if help had arrived a minute later it would have been too late, as he was entirely exhausted and was losing his hold. Webber had been in the water for five minutes or more, but his cries for help were drowned out by the noise of the CG-157's motors, which were warming up preparatory to getting underway. Webber left the CG-157 at 9 A. M., apparently in good condition and returned to his home."

Here's another unusual one:

"At 6 P. M. June 4, 1928, while on patrol with the CG-192 off the New Hampshire coast, received a radio message from Base Seven to intercept the schooner Elsie, bound from Gloucester to Portland, and bring one of her crew named Breaton to Gloucester for further transportation to his home in Boston, as a member of his family had been seriously injured.

"At 9 P. M. intercepted the schooner Elsie, eight miles south-southeast of Boone Island, Me., and took the man aboard patrol boat; proceeded to

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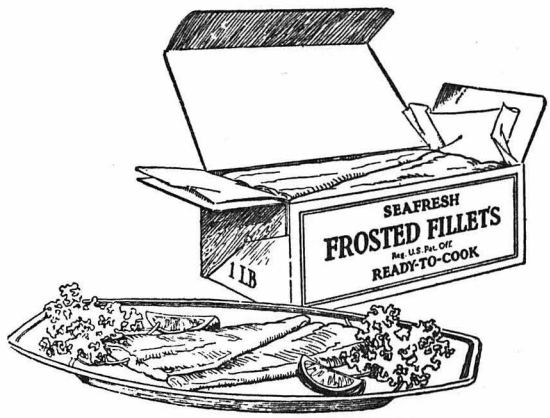

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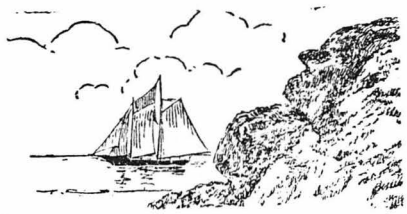

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Gloucester and landed him there at 11 P. M. that date."

Here's a yacht on fire:

"At 8.50 A. M. June 26, 1928, a gasoline explosion took place on board the auxiliary yacht Restless of Portland, lying at anchor about 150 yards off the base wharf, said explosion setting the after part of the vessel afire.

"Got underway at once with picket boat CG-2201 from base wharf, taking a rescue party, and proceeded to the scene of the accident, arriving there before any other rescue party. The crew of the burning vessel had abandoned their craft when the explosion occurred and were picked up by a yacht anchored close by.

"Fought flames with pyrene fire-extinguishers until the CG-158 and the local fire boat Philip arrived and went alongside burning vessel, the fire having spread swiftly to the engine room, sails and spars of the yacht from where it started in the gasoline tank located in the extreme stern.

"On being relieved by the Philip and the CG-158, the captain of the fire boat requested us to run in to the city wharf and bring out the chemical fire-extinguishing apparatus, said request being complied with at once, and said extinguisher put out the fire soon after it was brought into action."

And here's a lot of people in an uncomfortable predicament:

"At 6 P. M. August 5, 1928, while cruising on patrol duty, sighted distress signal displayed on Little Misery Island, Mass.; anchored off the island and went ashore in dinghy to investigate.

"Found a picnic party of thirty-two people, nineteen women, ten men and three small babies, marooned on the island, the small row boat they had used in transferring the party to the island from the mainland having broken adrift and drifted to sea during a squall that had struck about 2.30 P. M. They were wet and cold, exposed to the weather, as there is no shelter on the island, and they had no means of getting to the mainland. One baby was in a serious condition.

"Transported people to patrol boat in the dinghy, making eight trips. Furnished hot food and dry clothes to the wet and chilled people and landed them at Beverly, Mass.

"Unable to locate the lost boat."

We might keep on this way indefinitely, and the temptation to do so is great, but the cases just cited are sufficient to show you that Base Seven at Gloucester, in common with the Coast Guard in all parts of the country, does something besides chasing rum-runners.

The actual value of vessels so assisted by this unit amounts to the remarkable total of $1,242,170.00, while the total value of the cargo they carried at the time they were assisted amounts to $76,303.00.

But the most significant figure, the one to which no value in dollars and cents can be assigned but which is the one that really matters, is 311—which represents the total number of persons, men, women and children, rescued by the personnel of Base Seven during the past four years from positions of peril in which their lives were in actual danger.

The record is submitted to the people of Cape Ann with the simple question—DO YOU THINK THAT SECTION BASE SEVEN JUSTIFIES ITS EXISTENCE?

Volume Three
Number Two

The U.S. Coast Guard

SEMPER PARATUS

December, 1929
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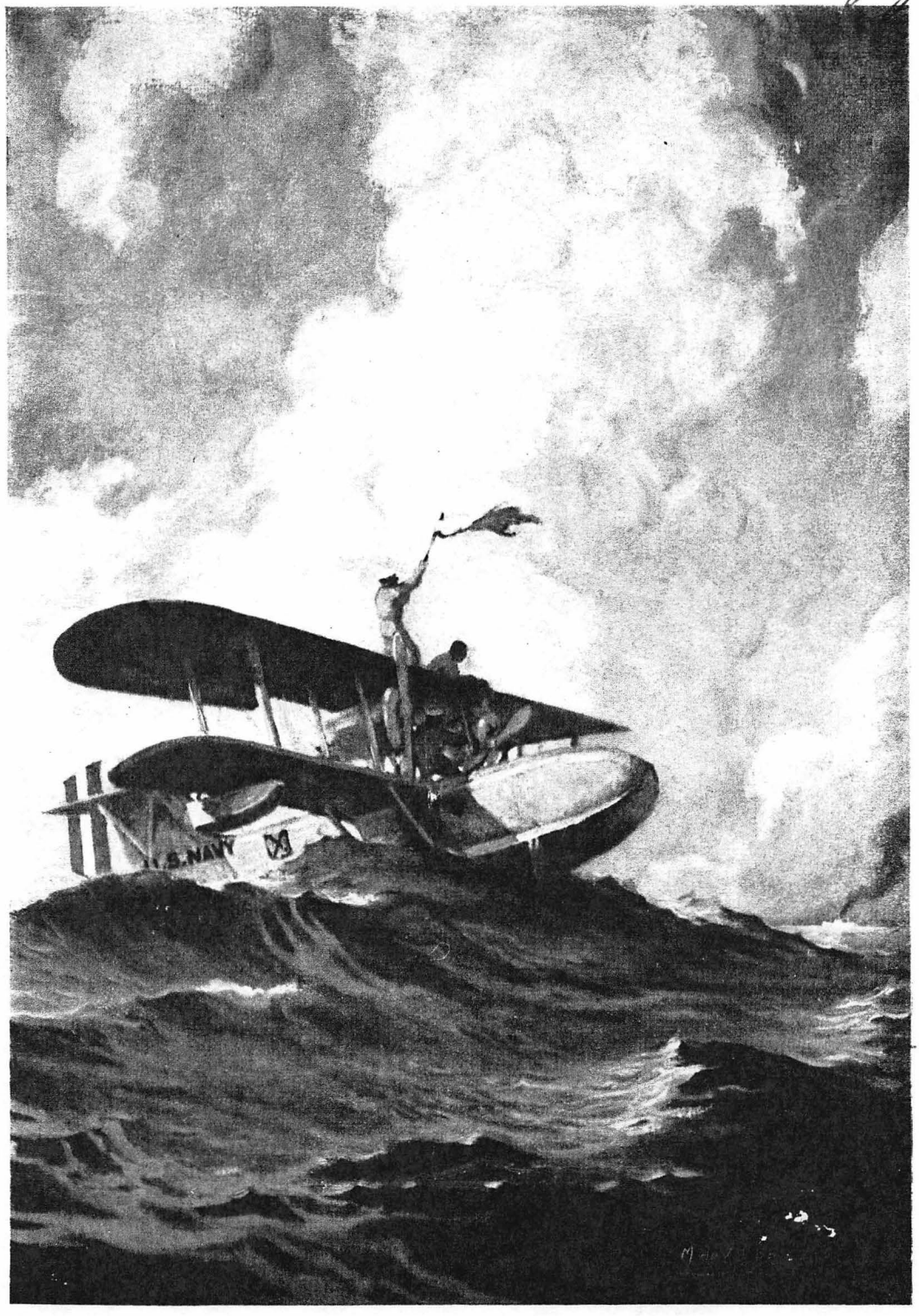
G. H. Stewart, Congressman.



Courtesy of "The Lucky Bag" U. S. Naval Academy

CGM Dec 1929
Vol. 3, No. 2, p. 16

U. S. Coast Guard

COAST GUARD FLYERS SERIOUSLY INJURED IN PLANE CRASH AT GLOUCESTER

Coast Guard Plane Number Three, while taking to the air off Gloucester, Mass., struck the mast of a fishing vessel. The plane was totally demolished. Lieut. Leonard M. Melka (right), who was piloting the plane was seriously and painfully injured, as was Radio-Electrician Arthur G. Descoteaux, (left). No one aboard the fishing vessel was injured.

WHO ARE OFFICERS?

We read in the *Army and Navy Register* an editorial which will find reflection in the Coast Guard:

"There was recently submitted to the War Department for consideration the question as to whether the term 'officers of the Army,' include (a) warrant officers and (b) non-commissioned officers.

"The War Department states that it has been previously held, with regard to the claims of warrant officers, 'as a general rule Congress has, since the creation of the position of warrant officer specifically referred to them by designation "warrant officer" in statutes intended to apply to them. The term "officer" is defined in the Articles of War to mean a commissioned officer, and warrant officers are named therein as a separate class. On the other hand, various statutes enacted prior to the creation of the position of warrant officer granting benefits or privileges to "officers" have been held to apply also to warrant officers.'

"Reference is made to the war risk insurance act, which provides that 'unless the context otherwise requires * * * the term "commissioned officer" includes only an officer in active service in the military or naval forces of the United States.'

"It has been previously held by the War Department that, for the purposes within the purview of the above-mentioned articles of the act, warrant officers should be considered as included within the term 'commissioned officers'; that warrant officers, other than those of the Army mine planter service, are entitled to retirement under the same conditions as commissioned officers, and that retired warrant officers are included in the annual appropriation acts for the Army, under the item 'for pay of officers on the retired list.'

"The War Department decides these questions as follows: Warrant officers may properly be considered as included within the term 'officers of the Army' and that they come within the prohibitory provision of said regulation. Inquiry (a) is, therefore, answered in the affirmative.

"There is no information as to pay provision of law or regulation, or of an legal decision classifying non-commissioned officers as "officers of the Army" in the sense in which that term is used in the regulation considered. Non-commissioned officers are enlisted men and, as such, clearly do not come within the prohibition contained in the regulation. Inquiry (b) is, therefore, answered in the negative."

VESSEL MOVEMENTS

Official mail for the GUARD has been re-routed via Section Base 10, Port Townsend, Wash., and Section Base Twelve, Anacortes, Wash. (under the Northwestern Division).

Under date of October 22, 1929, the following were entered on Coast Guard lists:

CG-910 (ex-seized boat CIGARETTE) assigned to Base 9.

CG-911 (ex-seized boat NEPTUNE) assigned to Ninth District.

CG-9008 (ex-seized boat BOZO) assigned to Base 9.

CG-9009 ex-seized boat ETHEL MAY) assigned to Base 8.

CG-9010 (ex-seized boat LITTLE GUSSIE) to Eighth District.

CG-9011 (ex-seized boat KARANKAWA) to Eighth District.

CG-9012 (ex-seized boat CHIPPEWA) assigned Ninth District.

CG-9013 (ex-seized 1693-Y) assigned Ninth District.

CG-8006 (ex-seized boat IRISH LUCK) assigned to Ninth District.

Under date of October 28, 1929, vessels CG-9007, CG-9008, CG-9009, CG-9010, CG-9011, CG-9012, CG-9013, and CG-9014, were stricken from the lists.

The Picket Boat CG-2258 has been stricken from the lists, under date of October 23, 1929.

The FLORENCE has been stricken from the lists under date of October 23, 1929.

All official mail for the destroyer ROE has been re-routed via the Commandant, Depot, effective October 28th.

The NORTHLAND has reached her winter base at San Francisco.

The CG-210 has been taken from Base 9, and assigned to the Communications Section at Headquarters, Washington, D. C. for experimental work. Official mail via Communications, Headquarters. Personal mail to Fish Wharf, Washington, D. C. (Under date of November 11, 1929)

The CG-210 under date of November 13, 1929, was moved to the Depot for radio apparatus overhaul before starting experimental work.

The REDWING returned to Astoria, Oregon, October 31, 1929.

The SNOHOMISH returned to Port Angeles, Washington, November 1, 1929.

The patrol boat FORWARD now at Depot temporarily for repairs.

The picket boat CG-2309 has been transferred from Hog Island, Sixth District, to Little Egg, Fifth District.

AT PATCHOGUE

A most enjoyable and successful evening was enjoyed by all present on the 23rd of September, 1929, at the Elks Club, Patchogue, New York, where the Warrant and Chief Petty Officers' Association, of the Fourth Coast Guard District held their annual dinner.

The principal speakers of the evening were Admiral Billard, Mrs. Billard, Mr. Maxam, Rev. Bond, Judges Davis and Page, District Commander Lincoln and several others. District Commander Sullivan was the toastmaster of the evening.

A five-piece orchestra furnished the music during the dinner and for the dancing after the dinner. Old-fashioned songs were sung during the dinner.

Several vocal selections were rendered by Mrs. Sullivan and Miss Fletcher.

The association is very grateful to visiting officers from other districts. Their presence helped to make the occasion a decided success. It is most gratifying to note that officers were present from the Third, Sixth and Seventh Districts.

THE SOVIET FLYERS

We reprint an editorial from the Chicago Evening Post:

"Fortunately the Washington Government is not consistent in its Russian policy. Otherwise the Soviet 'round-the-world fliers would have been called upon to make a non-stop hop across the Pacific, the American contingent and the Atlantic or to use Canada as a base.

"But science, like commerce, has a way of cutting through the absurdities of diplomacy.

"The Russian plane, Land of the Soviets, has not only landed safely at Seattle, but is there thanks in part to the help of the United States Coast Guard and Weather Service. At Unalaska Island the Coast Guard saved the Soviet craft when it was forced to land in rough water.

"When the plane arrived in Seattle the enthusiasm of the crowd was so great that the mayor and representatives of the Governor had difficulty in getting to the fliers to give the official welcome.

"Now Seattle is not known as a Red center; indeed, it is rather conservative. Why, then, the enthusiasm?

"Clearly the Coast Guard men and the Seattle citizens were not interested in the politics of the Russian fliers or their government any more than in the politics of other distinguished foreign visitors.

"The welcome was for brave men. The recognition was for great achievement.

"Here is proof that American citizens are not concerned with the old State Department attempt to outlaw Russia and Russians. America's attitude toward Russia is live and let live.

America's welcome to the Soviet fliers is as spontaneous and generous as the welcome and cooperation given by Russia to the foreign fliers who have crossed that country."

1930

THAT BORDER PATROL

Latest Data On Border Patrol Contained in Report of Representative Hoch

THE U. S. COAST GUARD Magazine has been receiving many inquiries regarding the proposed "border patrol" under the U. S. Coast Guard. The best service we can render our readers at this time is to print en toto the report of Hon. Homer Hoch, Representative in the Congress of the United States from the State of Kansas.

The original proposal was to place the patrol directly under the Coast Guard. That plan, in the following report, is not recommended.

The report below (No. 1828 June 9, 1930) is the latest data on the border patrol, viz:

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 11204) to regulate the entry of persons into the United States, to establish a border patrol in the Coast Guard, and for other purposes, having considered and amended the same, report thereon with a recommendation that it pass.

Amend the bill as follows:

Strike out all after the enacting clause and insert the following in lieu thereof:

That this act may be cited as the "Border patrol act, 1930.

Sec. 2. (a) There is hereby established in the Department of the Treasury an organization to be known as the United States border patrol. In order to secure close cooperation between the patrols along the land and water boundaries of the United States the United States border patrol shall be assigned, for administrative purposes, to the office of the Assistant Secretary of the Treasury having supervision of the United States Coast Guard.

Authority To Transfer

(b) The President is authorized to transfer to the United States border patrol all or any part of the personnel of the border patrols of the Bureau of Immigration of the Department of Labor and of the Bureau of Customs of the Department of the Treasury, or of other border patrols, together with their equipment and appurtenances, and to discontinue such border patrols, or parts thereof, from time to time, when in his judgment such action is advisable by reason of the establishment and effective operation of the United States border patrol created by this act. In case of any such transfer or discontinuance, any unexpended appropriations apportioned for expenditure for the compensation of, or in connection with the performance of the duties of, the personnel transferred or the patrol discontinued, shall be available for expenditure in carrying out the provisions of this act.

(c) The Secretary of the Treasury is authorized to appoint such officers and employees, in accordance with the competitive provisions of the civil service law, and to purchase such motor vehicles, boats, horses, supplies, and equipment as are necessary in the administration of this act.

Sec. 3. It shall be the duty of the United States border patrol to enforce the provisions of this act against unlawful entry of persons into the United States, except at ocean boundaries of the United States, and to perform under regulations that may be prescribed by the Secretary of the Treasury such other duties as are, in his judgment, advisable in connection with the unlawful entry of persons or property into the United States.

Sec. 4. (a) It shall be unlawful for any person to enter the United States from a foreign country at any place other than a point of entry which shall be designated by the President, except that this section shall not be applicable in the case of—

(1) Any person who in entering the United States complies with regulations which shall be prescribed by the President for the convenience of persons residing or owning property on or in the neighborhood or vicinity of the boundaries of the United States;

(2) Any person who in entering the United States complies with the air commerce act of 1926 and the regulations prescribed thereunder.

May Make Arrests

(b) Any officer or member of the United States border patrol may arrest any person unlawfully entering the United States; may seize any merchandise unlawfully transported into the United States or in the possession of any person unlawfully entering the United States, or any vessel, vehicle, or aircraft, in which such unlawful entry is made; and shall promptly deliver any such person, merchandise, vessel, vehicle, or aircraft, into the custody of the appropriate officer.

(c) Any person who violates the provisions of this section shall be guilty of a misdemeanor subject to a penalty of $100. Such penalty shall be a lien against any vessel, vehicle, or aircraft in which the entry in violation of this section is made. Such penalty may be enforced, or may be remitted or mitigated, in the same manner as a penalty for a violation of the customs revenue laws of the United States. Action to enforce the penalty provided in this paragraph shall not be taken if in violating the provisions of this section a penalty (whether criminal or civil) has been incurred for violation of any other law of the United States.

(d) Any vessel or vehicle seized by officers or agents of the Treasury Department and forfeited to the United States as specified in sections 1 and 2 of the act entitled "An act relating to the use or disposal of vessels or vehicles forfeited to the United States for violation of the customs laws or the national prohibition act, and for other purposes," approved March 3, 1925, as amended, may, in the discretion of the Secretary of the Treasury, be taken and used, or may, upon application of the Secretary of the Treasury, be ordered by the court to be delivered to the Treasury Department for use in the enforcement of the provisions of this act instead of for use as provided in such act of March 3, 1925.

Appropriations

Sec. 5. There are authorized to be appropriated such amounts as may be necessary to carry out the provisions of this act and for the establishment and maintenance of points of entry designated under this act, including the acquisition of necessary sites and the construction of necessary buildings, or in the execution of the customs, immigration, and other laws regulating or prohibiting the entry into the United States of persons and merchandise as a result of the establishment of such points of entry.

Sec. 6. This act shall take effect upon its approval, except that sections 3 and 4 shall take effect upon the 1st day of the seventh month after its approval.

Amend the title so as to read:

A bill to establish the United States border patrol, to regulate the entry of persons into the United States, and for other purposes.

The purpose of this measure is to establish a unified patrol service along the land borders of the United States, to make more effective the laws against unlawful entry of persons and property, and at the same time to serve the convenience of those lawfully crossing the borders. The establishment of this unified patrol service was recommended by the President in his message to Congress at the opening of the present session and is earnestly favored by all departments involved.

The two principal patrol services now maintained along the Canadian and Mexican borders are the immigration patrol service in the Department of Labor and the customs patrol service in the Treasury Department. There are now in the immigration patrol 847 men

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and in the customs patrol 722 men, making a total of 1,569. The immigration patrol service has been largely built up since the passage of the restrictive immigration laws and is doing splendid service in the apprehension of aliens unlawfully entering and of smugglers of aliens. The immigration patrol and the customs patrol on the Canadian border are civil-service organizations, while the customs patrol on the Mexican border is not under civil service. These are the only present services that may be regarded as strictly patrol services. The Public Health Service and the Department of Agriculture maintain a more or less mobile force, who are used in different places as the occasion arises, for administration of the quarantine laws at the borders. The Secretary of Agriculture states that while the activities of his department at border points are not directly affected by the bill, "the indirect results would be beneficial" to the work of the department in the enforcement of the plant quarantine act and with the administration of regulations relating to the inspection and quarantine of import livestock, the importation of meat products, feeding materials, etc. The Department of Agriculture now has 74 inspectors for the enforcement of the plant quarantine act and 7 veterinary inspectors along the Mexican border and 18 veterinary inspectors and 2 plant quarantine inspectors on the Canadian border.

A Unified Patrol

It is agreed by all departments involved that a unified patrol service on the two borders would tend to prevent the present overlapping and duplication of work and would simplify administration and make it more effective.

Various suggestions have been made as to where the administration of this unified patrol service should be placed. The bill before the committee proposed to place it under the United States Coast Guard. While this proposal had much to commend it, the committee decided after thorough consideration that the plan presented very serious practical difficulties. In the first place, the United States Coast Guard is essentially a sea service. It is for that kind of service its officers and men are specially trained, and about the sea and ships center the traditions of the service. To place under the Coast Guard even for administrative purposes the men and officers required for the land border would be to introduce into it an essentially different sort of service. But aside from that consideration, the plan presented great practical difficulties. The Coast Guard is a military organization, and earnest objections were made to giving the border patrol along the Canadian and Mexican borders a military character. Objections were also urged in behalf of the men in the two present services now doing excellent work along their particular lines and whose only chance for remaining in the service under the proposed plan would come through surrendering their civil service status and taking enlistment in a military service. More than that, it would not be possible to secure supervising officials in less than four or five years if such officials had to be secured as commissioned officers of the Coast Guard service. The latter service is now greatly in need of additional commissioned personnel to discharge the duties already upon it. There are other

difficulties in the proposal not necessary to state here.

The committee proposes that a unified patrol service be established as a separate organization, under civil service laws, to be known as the United States border patrol, and that it be placed under the same Assistant Secretary of the Treasury who now has general supervision of the Coast Guard. Under this proposal three services would be under the same supervision, covering Coast Guard, border patrol, and customs. This will form a unity both in theory and administration. The Coast Guard now has the duty of preventing unlawful entry along the ocean boundaries. The border patrol will have a similar duty along the land boundaries, and under the law contraband goods that are seized must be delivered to customs. The measure gives authority to the President to transfer any or all part of the present patrol services to the new United States border patrol. Of the 1,569 men now in these two services all have a civil-service status except 175 in the Customs Service on the Mexican border. All, including these 175, may be transferred to the new service, but hereafter all appointments would be under civil service laws. Both the immigration and customs patrols are uniformed men. The new service would be similar in that respect.

Points of Entry

The measure proposes that the President shall designate what are to be known as points of entry at all leading border crossings on the two borders, and that hereafter it shall be unlawful to cross the border into the United States except at a point of entry. At these points of entry would be stationed the administrative officers dealing with immigration, customs, etc., and upon the border patrol would rest the duty of taking into custody those crossing at places other than a point of entry and delivering them, together with any goods in their possession, to the appropriate officer at the point of entry. The border patrol men would not be interested primarily in any particular law, whether it be immigration, customs,

prohibition, quarantine, or other statute, but would be concerned with unlawful entry for whatever purpose it might be made. If the offender be an alien or a smuggler of aliens, he would be delivered at once to the immigration official at the point of entry; if he were an American citizen and had merchandise with him he would be delivered to the customs official at the point of entry, etc. Under this plan the patrolman's duty would be to see to it as far as possible that everyone entered through a point of entry where appropriate supervision and administration would be secured. It is believed that this plan would tend materially to strengthen all of our immigration, customs, and prohibition laws against unlawful entry.

Present Alien Entry

Under present law aliens can only enter at a port of entry. Citizens may enter anywhere along the border, but if they come on foot and have with them merchandise of any sort whatsoever, even though it be merely hand baggage which they have taken with them in leaving the country, they must report to the customs officers at a port of entry. If they come in an automobile or any other vehicle they must report at a customs port of entry even though they bring no goods of any sort. Under present law the only citizen entering the country who does not need to report at a port of entry is one who comes on foot bringing no baggage and carrying no property of any sort on his person. Obedience to this present law causes great inconvenience to citizen travelers since in many cases the port of entry is many miles from the place where the traveler enters. Under the proposed plan the points of entry would be placed at such reasonable distances along the border as to save many miles of travel to citizens lawfully entering. In order that there may be no inconvenience to people living or owning property along the border or within a reasonable distance from it, it is proposed that regulations be made under which such persons may come and go across the border without visiting the point of entry.

Tentative plans made as the result of thorough surveys of both borders conducted by the Labor Department and the Treasury Department call for a total on the two borders of 2,495 men, which is an increase of 924 above the two present patrol services. In addition to the men on duty on the border, a small number will be required as officials and employees at headquarters and in supervisory work. The current appropriation for the two present patrols is $3,914,386. Under the plan which called for establishment of this service in the Coast Guard the Treasury Department estimated that the total additional cost would be a little over $4,000,000. Since that plan, however, called for a military service with the necessity of military training, barracks, etc., it is thought that the additional cost under the plan proposed by this measure would be something less than that figure. The tentative plan calls for about 212 new stations along the borders. These details, of course, are subject to revision as further study by the department, and experience, dictate.