

Contents

	Page
Atlantic Deeper Waterways Association, Trenton, N.J., September 1936.....	1
Tammany Society, New York, December 2, 1936.....	11
Ground breaking ceremonies, Air Station, New York..19 March 20, 1937	19
Presentation oil paintings, Lieut. Perrott, April 15, 1937.....	25
Annual convention Red Cross, Washington, May 10, 1937.....	27
Kiwanis Club, Savannah, Ga., June 16, 1937.....	32
Toast testimonial dinner Naval Officer, Wash- ington, D.C., June 17, 1937.....	46
Radio Broadcast "U.S.Coast Guard" August 4,1937...	48
Coast Guard Day, 350th Anniversary of birth of Virginia Dare, Roanoke Island, N.C., August 4, 1937.....	53
Contribution to Foretop, September 1937.....	63
"Respect the Rights of Subordinates".....	
Rotary Club, Lynchburg, Va., September 7, 1937.....	66
Graduation Address, Academy, September 20, 1937....	86
Testimonial dinner to Boatswain Tuttle and winn- ing boat crew, Far Rockaway, October 2, 1937....	91
League of Coast Guard Women, October 11, 1937.....	96
Atlantic Deeper Waterways Association Convention Baltimore, October 15-17, 1937.....	103
Faculty Club, Mass. Institute of Technology, Cambridge, Mass., November 9, 1937.....	114
Broadcast, International Air Show, Chicago, February 1, 1938.....	145
Society of Naval Architects & Engineers, Wash- ington, D.C., April 7, 1938.....	150
Graduation Exercises, Academy, June 2, 1938.....	158

1

Address of Rear Admiral R.R.Waesche, Commandant,
before the Atlantic Deeper Waterways Associa-
tion, Trenton, N. J., September 1936.

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT,
BEFORE THE
ATLANTIC DEEPER WATERWAYS ASSOCIATION,
TRENTON, NEW JERSEY
SEPTEMBER, 1936

This is the first opportunity which has come to me to be present at a Convention of the Atlantic Deeper Waterways Association, and it is one of the emoluments, and may I say rewards, which goes with the appointment to the office of Commandant of the Coast Guard. I know that for many years back it has been customary for the head of the Service, or his personal representative, to meet with the delegates, civic and Federal officials and the maritime and port authorities who realize the importance and value to the Nation of your deliberations, and who always bring back home with them the most pleasant memories of the associations here.

The very name of the Service which I have the honor to represent - the Coast Guard - suggests the natural interest which we have in the work of the Atlantic Deeper Waterways Association. We appreciate the opportunity of being represented here, and you may be assured of our cooperation in the great public service which you are rendering. Your task is an unending one, and it is directly related to the public welfare.

Standing out in bold relief in the geographical makeup of our Nation and serving as tributes to the far-sightedness and wisdom of the public officials and private individuals, such as are meeting here, are those chains of

4

magnificent waterways stretching along our Atlantic Coast, affording more extensive utilization of our waterways, opening up new sections of the country to the benefits and the flow of marine commerce; increasing activities among mariners, boatmen, and maritime interests, and adding to the safety of marine travel. So, in extending to the Convention the greetings of the Coast Guard and its felicitations upon the progress and success that have attended your efforts to blaze the way for better harbors and better intra-coastal waterways, I want you to feel that they come from a group of public servants who particularly appreciate the work which is being done along these lines.

For the past decade or so, we have witnessed the appeals from public-spirited citizens and organizations for the upbuilding of the American merchant marine, with a view of more and better vessels flying the American flag, of building of a large force of officers and men trained and experienced in navigation and the handling of ships; in short, to make America sea-minded. We are on the threshold, it appears, of a cycle of unusual marine activity, with the dynamic force of the public behind the aim and purpose of the Government to make the American merchant marine one of superiority. This situation is one which concerns and affects all interested in marine affairs of the Nation.

5

As this increased American fleet materializes there will ensue wider appreciation of the directive efforts of the Atlantic Deeper Waterways Association, and a greater knowledge of, and interest in, the work of the Federal agencies which have to do with the construction of navigable waterways, their maintenance, and the sea operations of the Government. And the Coast Guard, whose duties go hand in hand with the marine activities of the Nation, shall be prepared to assume its share of responsibility in the advancement of the interests of our merchant marine. It may be that this Service is in a position to help solve the problem of training merchant seamen for their peace-time and war-time duties. The Coast Guard trains its own men to be good lifeboatmen and sailormen for carrying out its peace-time mission, and simultaneously trains them for war-time service with the Navy. A somewhat similar training, I understand, is desired for the merchant seamen and firemen. On one side the Coast Guard rubs elbows with the Navy and on the other side with the merchant marine. It is in a position to be the knot that ties the two together. In time of peace the Coast Guard and the merchant marine must thoroughly understand each other and both become a part of the Navy in time of war.

6

I feel that most of you know something of the history and of the normal peace-time work of the Coast Guard. You know, I presume, that its history goes back to 1790; that under the law the Coast Guard constitutes a part of the military forces of the United States at all times, and automatically becomes a part of the Navy in time of war or whenever the President shall so direct; that it has played a distinguished part in every war in which this country has been engaged. The fundamental duties of the Service in this day are generally similar to those which governed its establishment, and which may be divided into three general groups; that of law enforcement upon the navigable and coastal waters of the United States and its insular possessions, of rendering assistance to life and property in peril, and of being constantly prepared to take its place in the national defense organization of the Nation. These duties are inter-related and concurrently performed.

In order to more clearly define the jurisdiction of the Coast Guard in its law enforcement duties, Congress by Act approved June 22, 1936, empowered officers of the Coast Guard to enforce any and all laws of the United States upon the high seas and navigable waters except the rivers and small lakes. These duties run the complete range of Federal law enforcement from the examination of motorboats to see that they have the proper documents and equipment to

7

that of suppression of mutiny on merchant vessels. Recently, in the course of three days, units of the Coast Guard boarded 4700 vessels and detected 1189 violations of law. The public generally is more familiar with that phase of our law enforcement duties having to do with the prevention of smuggling against which the Coast Guard has waged, and is continuing to do so, a relentless campaign of suppression. At present we are paying particular attention to the narcotic trade.

The most inspiring duty of the Coast Guard is that of saving life and property at sea. No matter on what duty a Coast Guard unit may be engaged, when the call for assistance comes from a ship or mariner in distress, every human endeavor is directed to get to the scene as soon as possible and to render every assistance within the power of the Coast Guard. That you may gain an idea of the extent of the work of the Coast Guard along this humanitarian line, during the past fiscal year ended June 30, 1936, the Coast Guard saved or rescued from positions of peril 7510 persons, an average of about 21 persons every twenty-four hours. This is the largest number of lives rescued in any one year by the Coast Guard throughout its entire history. And the value of vessels assisted (including cargoes) was more than 65 million dollars. Along the New Jersey coast alone, embracing 38 Coast Guard stations stretching from Sandy Hook to Cape May,

8

assistance was rendered in cases involving 2,359 lives and the property involved was valued at \$3,351,510.

Undoubtedly you are aware of the extent of the humanitarian service performed by the aircraft operated from the several Coast Guard air stations along our coast, warning commercial and pleasure vessels lacking radio facilities of approaching hurricanes, taking off of vessels at sea seriously injured seamen and rushing them to hospitals ashore, in addition to insuring a more efficient surveillance against violations of Federal law upon the sea and coastal waters. During the past year Coast Guard planes transported 85 medical cases, many of them involving heroic action on the part of the pilot and his crew, and in patrol operations these craft searched over a sea area exceeding eight million square miles.

The Coast Guard directs its energies and its services to the mission of being a helping hand and a guardian and protector of American shipping on the sea and navigable waters. Its duties include, among others, the International Ice Patrol in the North Atlantic; the fur seal and halibut fisheries patrol in the North Pacific; patrol of regattas and marine parades; removal of derelicts and menaces to navigation; the keeping open of iceblocked navigable channels during the winter season so far as may be practicable; enforcement of port anchorage regulations - captains of the port; etc. From the

9

above brief reference to some of our duties, I feel you will appreciate that our comparatively small force of approximately 9500 officers and men has plenty to do.

I have described only briefly and generally the scope of the work carried on by the Coast Guard, and the operations of this Service - extending along the 10,000 miles of our coast line and to our insular possessions - cost the taxpayers only \$22,620,000 during the fiscal year 1936, less than half the cost of the police force of one of our large cities.

The Service must progress, just as improvements must be made in our waterways, to meet changing conditions and the advance of civilization. Looking to the future and to meet the present-day problems, the Coast Guard is placing in commission seven new cutters, representing the latest word in ship construction and embodying all the modern facilities for serving the public along the lines of our work. That means service to the marine interests and to those who travel upon the sea. These new cutters are designed for a speed of 20 knots which will insure a more rapid arrival in answering emergency calls, and they have facilities for accommodating auxiliary aircraft which is proving so essential in meeting present-day demands upon the services of the Coast Guard. Six new flying boats to be constructed will have a cruising range of 2000 miles and accommodations for four stretcher

cases in addition to the crew.

The Coast Guard, fully recognizing the responsibility placed upon it by the people and the Congress of the United States in the fields of law enforcement upon the sea and navigable waters, the saving of life and property, and in national preparedness, strives always to be worthy of this high trust. An honorable record of nearly 146 years lies behind us who are in the Service today, and we have had handed down to us traditions, high standards and ideals which are reflected in our everyday work and in the faithful and efficient discharge of our assigned tasks. In closing, may I leave this thought with you: The Coast Guard is your Service. Its desire is always to respond "Aye Aye Sir" to the call to duty whenever and wherever it can serve the public - in peace and in war - and to be worthy of that public esteem which flows from a recognition of duty well done.

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Address of Rear Admiral R. R. Waesche, Commandant,
before the Tammany Society, New York, N. Y.,
December 2, 1936

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ADDRESS OF REAR ADMIRAL R. F. WALSCHER BEFORE THE TAMMANY SOCIETY,
NEW YORK, N. Y. 2 December, 1936.

I appreciate the honor and privilege to appear before you of the Tammany Society this evening, a privilege which came to me through The Honorable Stephen E. Gibbons, Assistant Secretary of the Treasury, having charge of the Coast Guard, and your Mr. McCullen. Since assuming the office of Commandant of the Coast Guard several months ago, this is the first opportunity I have had to meet with a representative group of citizens of the Nation's greatest maritime port. No city is closer to the administration of national affairs at Washington than is New York, and no community has a better understanding of maritime affairs, and the needs of the nation in that direction. Also, no community is more closely associated with the Coast Guard. A Coast Guard officer, the Captain of the Port of New York, directs your marine traffic and patrols your harbor -- Coast Guard stations guard the entrances -- cutters that patrol the North Atlantic base here -- a Coast Guard air station is in process of construction at Floyd Bennett Field. It is therefore fitting that I should tell you representative New Yorkers something about our service.

I note that the Tammany Society was organized in the 1780s, and that fact serves as an item of common interest between your organization and the Coast Guard. Our Service was established at about the same time - 1790 to be exact - and we of the Coast Guard have always acclaimed our long record of service. An historic background to an organization is a priceless heritage. It is a sphere in which age serves as a premium. If an organization or society, particularly a patriotic and benevolent one, were not built upon a firm foundation of principle and service, it

12

would soon fall by the wayside. Your organization is almost 150 years old. You have a reason for just pride.

Having spent over 32 years of my life in the service of the Coast Guard, I know you will understand my deep pride in its long history, going back as far as August 4, 1790, when it was established under an Act of Congress approved by President Washington, to provide for an armed force afloat to patrol the coast line of the country and to enforce its maritime laws. The fundamental need in 1790 was that of a well trained sea-going organization for enforcement of the laws of the United States upon the sea and navigable waters. While the original mission of the Service was that of law enforcement as it pertained to the protection of the customs revenue, the doctrine of the Revenue Marine Service became one of "Service to the Nation" in all affairs maritime in peace and in war.

In looking through the early pages of history, you will find Revenue Cutters, small fast sailing vessels accompanying the U.S.S. CONSTITUTION, "Old Ironsides", and other historic naval vessels on their cruises to the West Indies and elsewhere, as scouts, in search of privateers and other enemy vessels. In every war they took an important part and when not so engaged they were breaking up piracy, slave trading, and enforcing generally the maritime laws of the country.

It was logical that this force which spent so much time at sea in all kinds of weather was called upon to assist vessels in distress, and so there was gradually built up the duty of saving and protecting life and property at sea. As this duty increased in importance and as frequent wrecks occurred along our coasts, finally, in 1848, a Life-Saving station on shore was established on Long Island and later additional stations were established from time to time along our coasts -- working in

13

conjunction with the cutters and a part of the same service - for the saving of life and property. In 1878 the number of stations on shore had increased to such an extent that Congress separated the shore-end of this service from the sea-going end and established the Life-Saving Service.

Our present name "United States Coast Guard" dates back to the Act of Congress of January 28, 1915, which consolidated the Revenue-Cutter Service and the Life-Saving Service into a single organization - the Coast Guard - and provided that it shall constitute a part of the military forces of the United States, operating under the Treasury Department in time of peace and as a part of the Navy in time of war or in emergency when directed by the President. And so the two services again became one.

The duties and responsibility of the Coast Guard are the result of laws, executive orders, customs, practice and tradition extending over a period of 146 years and are fundamentally the same now as in our early history. They may be divided into three general groups: that of the Nation's law enforcement agency upon the navigable and coastal waters of the United States; that of protecting and rendering assistance to life and property; and that of being constantly prepared to take its place in the national defense organization of the Nation. These duties are inter-related and concurrently performed. Its law-enforcement duties include the prevention of smuggling, the enforcement of Customs laws, navigation laws, and other laws governing merchant vessels and motorboats - of rules and regulations governing anchorage and movement of vessels (Captains of the Port), of laws relative to oil pollution, immigration, quarantine, neutrality - of laws to provide for safety of life during regattas or marine parades - of rules and regulations for the protection of the

fisheries in Alaska, of International conventions relative to fisheries on the high seas - and of miscellaneous laws for other branches of the Government. It examines seamen for certificates as lifeboatmen - protects the game and seal and otter fisheries in Alaska - and protects the bird reservation established by Executive Order.

Among its other duties, which are essentially humanitarian in character are: Rendering assistance to vessels in distress, and the saving and protecting of life and property on the seas and navigable waters of the United States and its insular possessions; flood relief in the Western rivers; destruction and removal of derelicts, wrecks, and other dangers to navigation; international service of ice observation and ice patrol in the North Atlantic; extending medical and surgical aid to United States vessels engaged in deep sea fishing; collecting statistics regarding loss of life and property on vessels; and keeping main navigable channels free of ice.

The Coast Guard is unique among military services in that in time of peace it performs duties of a civil nature, which, if not carried out by this service, would require the establishment of additional facilities under the various executive departments concerned. And so it is always busy - in peace and in war. I believe no one will dispute the fact that the Coast Guard knows the sea, knows seamanship, knows boatmanship, in deep water and in the surf, better than any other organization.

Since the Coast Guard assumed charge of the International Ice Patrol in the North Atlantic, following the sinking of the TITANIC, on April 14, 1912, not a single life has been lost as a result of collision with icebergs or ice fields in the North Atlantic. Coast Guard ships on patrol in or near the ice fields virtually regulate ocean traffic in those areas. As many as 33 vessels have been guided clear of icebergs in a single day, and during a single month as many as 376 icebergs have been sighted and reported within

13
the path of navigation.

I wish that you might know something of the long record of heroic rescues that have been made by the men of the Coast Guard in saving human lives from ships that were pounded to pieces by the fury of the storm. Most all of us in the Service have had personal experiences, and one unique case which comes to my mind was that of the steership CANADIAN EXPORTER. In July, 1921, while I was in command of the cutter SNOHOMISH, the CANADIAN EXPORTER - of 6000 gross tons - stranded during a thick fog on a shoal off Willapa Bay, a dangerous locality of the Washington coast, and the SNOHOMISH went to her rescue.

The vessel was resting on a sand bar, almost a quicksand, which shifted continually with the strong tidal currents. The vessel, which was heavily laden, had gone ashore in the morning and by late afternoon, due to shifting sands and rough sea, she broke in two just forward of the fire-room, and the stern commenced to settle. The SNOHOMISH could not get closer than about 3/4 of a mile and with our surfboat we took off the entire crew of 55 persons. It was not an easy job as the sea was rough and it was black dark when we had everything secure and started to leave the scene. Then to everyone's astonishment, the whistle of the stranded steamer commenced blowing. The Captain of the CANADIAN EXPORTER assured me that all of his men were accounted for and suggested that there must be a stowaway still on board. So with considerable apprehension for the safety of my own men we lowered our surfboat again in the rough sea and they pulled away into the darkness. About an hour later they returned with the report that the settling of the stern of the vessel - the break in the ship being between the bridge and the stack - had stretched the whistle

cord and the ship was blowing her own whistle. And the whistle was still blowing when the SNOBOMISH left the scene.

The Coast Guard carries on its law enforcement and life-saving work along all the coasts and navigable waters of the United States, Alaska, Hawaii, Puerto Rico, and the Virgin Isles with a personnel strength of approximately 9400 officers and men, and with equipment consisting of cutters, patrol boats, harbor boats, aircraft, shore stations and life-saving boats. The efficiency with which a duty is done by any Service depends upon the training of its personnel. The officers and men making up the Coast Guard are not any better Americans than you will find in any other governmental agencies, but the Service does exact a measure of service from its personnel as will conform to the highest standards of duty and loyalty, and which assures to the American public a faithful and efficient performance of any task assigned to the Coast Guard. The commissioned officers are educated and trained as cadets at the Coast Guard Academy, just as officers of the Navy are educated and trained at Annapolis. They are making the Coast Guard their life's career, and their one absorbing purpose in life is to uphold the honor and prestige of their Service.

The entrance requirements are exacting and most boys have one or more years at college before entering. After four years intensive study in marine engineering, seamanship, navigation and corollary subjects they are commissioned in the Coast Guard and immediately go to sea where practical experience supplements the theory learned at the Academy. A seasoned Coast Guard officer, therefore, is eminently fitted for carrying out his duties and, as he has economic security, he can enforce the law without fear or favor from any group.

I feel you will recognize from what I have said in a general and brief way concerning the Service that the Coast Guard aims to be of the greatest possible assistance to all those who travel upon the sea and to the American merchant marine which by reason of legislation enacted during the past Congress appears to be on the threshold of a new era of expansion and development. Many problems lay ahead of us in the marine field - in which you of New York are particularly interested - and it may be that the Coast Guard is in a position to help solve the problem of training merchant seamen for their peace time and war time duties. The Coast Guard trains its own men to be good lifeboatmen and sailormen for carrying out its peace time mission and simultaneously trains them for war time service with the Navy. A somewhat similar training, I understand, is desired for the merchant marine seaman and fireman. On one side the Coast Guard rubs elbows with the Navy, and on the other side with the merchant marine. It is in a position to be the tie that binds the two together. In time of peace the Coast Guard and the merchant marine must thoroughly understand each other and both become a part of the Navy in time of war.

The Coast Guard is in its 146th year of service; it has built tradition and established a reputation, and looks forward confidently that, in the progressive stages of our development as a Nation, it will be found taking its full share of responsibility in its allotted field.

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Address of Rear Admiral R.R.Waesche, Commandant,
at the Ground-Breaking Ceremonies, Coast Guard Air
Station, Floyd Bennett Field, New York, N.Y.,
March 20, 1937

ADDRESS OF
REAR ADMIRAL R. R. WARSCHE, COMMANDANT,
AT THE
GROUND-BREAKING CEREMONIES
COAST GUARD AIR STATION
FLOYD BENNETT FIELD, NEW YORK
MARCH 20, 1937

While not here in person, you may be assured that, in spirit, the Secretary of the Treasury, Honorable Henry Morgenthau, Jr., is with us today, for it was his interest, his farsightedness, and his appreciation of the value and importance of aviation that led to the initial negotiations for the establishment of a Coast Guard Aviation Station at Floyd Bennett Field. It was with especial regret that he found he could not be present upon this occasion. As his representative, and as Commandant of the United States Coast Guard, I wish to convey to this assemblage the most cordial greetings and best wishes of the Treasury Department and of the Coast Guard. This act of groundbreaking marks the beginning of the actual physical construction of what will be the most complete air station in the Coast Guard organization, and what we confidently anticipate will be the most active aviation unit.

The activities of the Coast Guard since its establishment in 1790 have been associated with revenue cutters and Coast Guard cutters, with rescues at sea and along our coasts by vessels and shore stations, and its history and traditions have been built around men, vessels, and stations. We are now entering a new era - the general application of aircraft to the duties of the

Coast Guard. Already deeds of heroism of Coast Guard aviators; accounts of important missions for the well-being and welfare of the American public carried out by Coast Guard aircraft, and the contribution of Coast Guard aviation to the progress of American national life are building a firm foundation on which, in later years, will rest, I am confident, an inspiring pyramid of service to the Nation and to humanity by Coast Guard aircraft.

What a contrast this modern Coast Guard air station, with all its up-to-date facilities, will be with the first efforts of the Coast Guard to adapt airplanes to Service use. Without any funds for the purpose, and with only faith in the future of Coast Guard aviation to lend encouragement to the task, the Coast Guard in 1919 borrowed from the Navy some worn-out planes and put up improvised hangar facilities at Morehead City, North Carolina. Under the enthusiastic direction of a number of officers who had received instruction at the Naval Air Station at Pensacola and who had aviation experience in the World War, flights were made in the nearby coastal region which demonstrated that aircraft had a potential and useful mission in the saving of life and property at sea, and for transportation of injured or seriously ill seamen from vessels at sea to hospitals ashore; in

addition to being an eye or vision, so to speak, of any group of surface craft.

The pioneering spirit of the Coast Guard in aviation and the unfaltering purpose of the Service to progress in such field of science and endeavor were reflected in the efforts of our first group of aviators. One of them - the late Lieutenant Commander Stone - was a pilot on the seaplane HU-4 on the first successful crossing of the Atlantic by an airplane, and who later in his Service career was largely instrumental in the development of many features of modern aeronautics, notably the catapulting of airplanes from vessels.

Although the Coast Guard had authority under an Act of Congress in 1916 to establish ten air stations along our coasts, it was not until 1926 that funds were made available to carry forward this program, the first two stations being established at Gloucester, Massachusetts, and Cape May, New Jersey. Today we have eight Coast Guard aviation stations along the Atlantic, Gulf and Pacific Coasts, with a force of 50 aviators and pilots and 45 planes.

For almost a century and a half the Coast Guard has rendered aid to shipping and to mariners and passengers afloat by means of its seagoing vessels and of the lifeboats and surfboats that operate from its shore stations. The time has now come under modern conditions when the Coast

Guard must be prepared to augment this humanitarian work and increase its efficiency in law enforcement duties through the use of aircraft. The advantages of aviation in a wide variety of fields are becoming increasingly apparent. An adequate force of planes can be of tremendous help in the work of the Coast Guard, and thus contribute to the safety of marine commerce and to the safety of commercial airplanes that fly over the water. A Coast Guard plane can quickly scout over a large area of water and locate a disabled vessel that needs assistance. Often a yacht or power launch will break down at sea, and her failure to return to port at the expected time will cause great distress of mind to the families and friends of those on board. A Coast Guard plane can find the missing boat so much more readily and speedily than can any number of surface craft.

With the great mass of marine activity and air commerce in the vicinity of New York and along the adjacent coast, this location here at Floyd Bennett Field is one of unusual strategic value to the Coast Guard. The officials of the City of New York have shown a most commendable public spirit which we of the Coast Guard appreciate in making this ideal site available to the Service. Your distinguished Mayor has lent his hearty support in the undertaking, and the officials of the

Procurement Division, which Federal agency will now supervise the construction of the buildings, have worked hand in hand with the Coast Guard to assure the Service, the Nation, and this community having a Coast Guard air station upon this site that will inspire pride and be representative of the most modern advancement in coastal air protection.

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Remarks of Rear Admiral R.R.Waesche, Commandant, at
Treasury Department, Washington, upon occasion
of presentation of oil paintings of Lieut. Charles
M. Perrott, U.S.C.G., Deceased, to the Coast Guard
by the Procurement Division, Treasury Department,
April 15, 1937

REMARKS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT,
AT TREASURY DEPARTMENT, WASHINGTON
APRIL 15, 1937

UPON OCCASION OF PRESENTATION OF OIL PAINTINGS
OF LIEUTENANT CHARLES M. FERROTT, U.S.C.G., DECEASED,
TO THE COAST GUARD BY THE PROCUREMENT DIVISION,
TREASURY DEPARTMENT

25

Mr. Gibbons, Admiral Peoples:

I know that the sentiments expressed by Mr. Gibbons in tribute to the memory of Lieutenant Perrott are shared by the entire personnel of the Coast Guard.

The Coast Guard feels fortunate in coming into possession of these oil paintings through the good offices of the Procurement Division under Admiral Peoples. Officers who were associated with Lieutenant Perrott and who have seen these paintings speak in compliment of the work of the artist, Mr. George Hill.

These paintings are typical of other splendid contributions to the Coast Guard by the artists' branch of the Procurement Division in recording in oil and in decorative art events in Service history from which members of the Coast Guard gain added pride in the traditions and record of their Service.

The Coast Guard Academy, where one of these paintings is to be placed, has been beautified and given the character of a shrine by a collection of murals, descriptive of memorable events in Coast Guard history, and of carvings made possible through the cooperation of the Procurement Division and the handiwork of the skilled artists in that Division.

I wish at this time to make acknowledgment to both the Procurement Division and to the artist who painted these pictures the appreciation and the compliments of the Coast Guard for a service which not only will record for the future the memory of a Coast Guard officer on the Honor Roll, but which also contributes to the welfare and prestige of our Service.

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Address of Rear Admiral R. R. Waesche, Commandant,
at the Annual Convention of the American Red Cross,
Washington, D.C., May 10, 1937

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT,
AT THE
ANNUAL CONVENTION OF THE AMERICAN RED CROSS
WASHINGTON, D. C.
MAY 10, 1937

OPERATIONS OF THE UNITED STATES COAST GUARD IN THE
OHIO AND MISSISSIPPI VALLEY FLOOD, JANUARY 1937

On behalf of the United States Coast Guard, I extend most cordial greetings to the officers and members of the American Red Cross. We of the Coast Guard salute this great organization, whose deeds and acts stand out in bold relief in service to civilization and humanity, and to whom our Nation turns in gratitude for service well and faithfully done.

The United States Coast Guard enjoys particularly close ties of association and cooperation with the Red Cross, working hand in hand with its officers in time of flood, hurricane, and storm disaster. It is natural that this should be so, for it is one of the duties of the Coast Guard to save life and property - primarily from the perils of the sea - but in time of national emergency this disciplined, trained, and seasoned force of officers and men join with the Red Cross in their common mission of rescue and relief. Service of this character is not a new duty for the Coast Guard. In February 1884, in the flood of the Ohio River at Cincinnati and vicinity, more than 800 persons were rescued or relieved from situations of distress. Again in the Ohio Valley floods of 1907, 1913, 1922, 1927, and

1936 the Coast Guard threw its forces into the conflict, performing whatever task there was to do to alleviate the hardships and suffering of the stricken population.

These recurring calls for Coast Guard facilities led to the establishment of a permanent policy of the Coast Guard to be always prepared to dispatch officers and men and every available facility from our ships and stations along the coast whenever word comes from the Red Cross that they are needed. The Coast Guard in such emergencies places its available resources at the disposal of the American Red Cross, responding to instructions from Red Cross officers as to the most effective manner in which our cooperation can be utilized. There are times when the Red Cross tells the Coast Guard what to do, and our officers and men strive to answer "Aye Aye, Sir" to every request.

On January 19, 1937, the call for Coast Guard cooperation came from the Red Cross. The Ohio River was beginning to spread its waters over the Valley to an extent unprecedented in history. Within 24 hours a draft of Coast Guard men and boats were on their way by rail to the stricken area from Coast Guard stations on the Great Lakes. And shortly thereafter Coast Guard craft were actively engaged in rescue work along the Ohio River. Some ventured as far away from the river bed as 100 miles, navigating their boats

over cornfields, around trees and telegraph poles. Occasionally the bottom of the boats would touch fence posts, sunken houses, trucks, and even the roofs of trolley cars. But always while cruising in these flood waters, which sometimes reached a velocity of from 9 to 15 miles an hour, the Coast Guard crews were on the lookout for those in distress.

The rescue work gave opportunity for the test of resourcefulness, courage, and ingenuity. Typical of such cases was that of the crew of a Coast Guard surfboat who, while cruising away from the Wabash River in a blinding snow storm on January 22d, temperature 13 degrees, removed 18 persons from the second story of a farm house in lower Illinois, seven of them being children ranging from 3 to 14 years in age. After striking several fence posts in the darkness, the Coast Guard crew was compelled to seek shelter for their charges in an abandoned farmhouse where they built a fire and cooked supper for all. After spending the night at the farmhouse, they prepared breakfast for the unfortunates, and then transported them to Mt. Vernon. While the rescued persons slept, the Coast Guard men worked throughout the night on the engine of their motorboat.

At the end of January, the Coast Guard had dispatched to the flood area from its ships and stations on the Atlantic, Gulf, and Great Lakes coasts a total of 354 boats of all types, ranging from 165-foot patrol boat to the 24-foot motor surfboat.

Eleven Coast Guard airplanes, 12 portable radio sets, and 12 large communication trucks - each containing a complete radio station with three radio operators, were within the area. To man this equipment the Coast Guard had furnished 144 officers and 1706 enlisted men, the largest relief force in the history of the Service and comprising almost one-fifth of the entire personnel strength of the Coast Guard. The network of radio stations eventually comprised 244, including amateur stations cooperating with the Coast Guard.

This force besides transferring nearly 60,000 refugees to places of safety, affording transportation to thousands of Red Cross officials, nurses, doctors, Government and local officials, and relief workers, and saving 2000 head of livestock, managed to carry the mails, towed disabled boats and floating buildings to safety, helped to restore telephone and telegraph service, aided in preventing looting; helped in restoring city water systems; aided in burying the dead; towed houses and barns back to their foundations; carried medicines and food to the destitute; and even had the forethought, when the flood waters commenced to recede, to drain the water from the radiators of farm tractors and from automobiles to prevent damage in the freezing weather.

And so another chapter of helpfulness and achievement was written in the history of cooperation of the Coast Guard with the Red Cross in meeting the challenge of the flood waters.

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Address of Rear Admiral R.R.Waesche, Commandant,
before the Kiwanis Club, Savannah, Georgia,
June 16, 1937

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT,
BEFORE THE
KIWANIS CLUB, SAVANNAH, GEORGIA
JUNE 16, 1937.

Your cordial invitation to be present with you here today found a hearty response and accord with my own desires, not only because it gives me the pleasure of enjoying the good fellowship of a representative group of civic, business and commercial leaders, but to show Commander Klinger, one of our Coast Guard family members now residing in your midst, that I too felt an affectionate regard for your community.

The prestige enjoyed by your city in maritime affairs and history is recognized by all of us who deal with the problems and activities associated with those who go down to the sea in ships. Just before coming down here from Washington, it was recalled to mind that your splendid port has been long identified with the operations of the Coast Guard; in fact, back to the early days of the Service. The old cutter PATRIOT was one of the first cutters to have her regular station here, being commanded by one of the first Coast Guard officers to receive a Presidential commission - Captain James Howell - to whom President Washington gave a commission on May 20, 1791. That's back in your great, great grandfather's time. From then on to the present day, the advantages of Savannah as a base port have been recognized, and we find the names of the cutters BOUWELL, the HAMILTON - named after the first Secretary of the Treasury - and the harbor cutters DISCOVER and TYBEE associated with activities of not only the Coast Guard but also with maritime history in this region. And coming

down to the present time, a name which I know is highly esteemed by all of you here in Savannah - the YAMOCRAW - which enjoys a long record of service in protecting shipping, in upholding the law of the United States upon the sea, and whose record of operations in the war zone during the World War is a distinguished one.

As you undoubtedly know, my life's work has been devoted to the Service of which I have the honor to head. The history and activities of the Coast Guard are commonplace to me, as to all of our other officers, and it is difficult for me, in my growing up with the Coast Guard, to get away from the feeling that it is presumptuous to tell others something of our history and duties. Yet, I am going to presume that the Coast Guard is not as well known as it should be, and as there is no subject on which I can speak with greater knowledge, I am taking advantage of the liberty accorded me when extending your cordial invitation, to speak at random on some of the high spots - old history and current activities - of this Service.

The origin of the Coast Guard goes back to August 4, 1790, and we view with pride the fact that President Washington and Secretary of the Treasury Alexander Hamilton gave their time, thought, and study to its formation and organization. In three more years we will celebrate our 150th anniversary - a Service nearly as old as our Republic itself, and being the Nation's

first seagoing armed force charged with the enforcement on the seas of the laws of the New Republic and with safeguarding the interests of our infant merchant marine. Its officers were commissioned by the President and throughout the early history of our Nation, the Revenue Marine, the basic organization of our present-day Service was kept constantly busy suppressing smuggling, piracy, and other violations of law on the seas and serving with the Navy in defense of country in time of war.

It was but natural that the small revenue cutters, patrolling our coasts, were frequently called upon to assist vessels in distress, and it soon became an established custom for vessels in trouble to look to cutters for aid. So, early in the history of the Nation, the three-fold duty of our Service was conceived and established, namely, to assist and to protect life and property and to enforce all Federal laws on the seas and always be prepared for defense of country in time of war. These duties are inter-related and concurrently performed.

With many merchant vessels, square riggers and schooners plying our seas, and with the science of navigation but crudely developed, disasters through strandings on our coast were not infrequent, and so about 1848 a life-saving station was established near the entrance to New York Harbor as a part of the Revenue Cutter Service. Other such stations

were established from time to time at various coastal points and finally in 1878 Congress separated the two branches of the Service and established the Life-Saving Service. The two were again united by Act of Congress in 1915, the duties of the two branches reaffirmed and the Service made a part of the military forces of the United States by statute.

The military function of the Coast Guard was clearly and definitely set forth, however, as far back as 1797, as may be gained from the following extract from the Act of Congress approved July 1, 1797: "The President of the United States is authorized to increase the strength of the several revenue cutters and cause said cutters to be employed to defend the sea coast and to repel any hostility to their vessels and commerce within their jurisdiction." The Coast Guard has participated with honor in all wars in which the Nation has been engaged. In time of peace we serve under the Treasury Department, but in time of war or national emergency, the Service automatically operates as a part of the Navy. During the World War, it is interesting to point out, I believe, that the largest individual loss suffered by the United States naval forces, with the exception of the mysterious loss of the CYCLOPS, was the sinking of the Coast Guard cutter TAMPA by an enemy submarine off the coast of England with the loss of 115 officers and men. Nothing can be more conclusive of the professional ability of Coast

Guard officers and of the confidence that the Navy Department imposed in them than the fact that of the 138 commissioned line officers of the Coast Guard, 24 commanded combatant ships of the Navy operating in the war zone in European waters; five commanded combatant ships attached to the American Patrol Detachment in the Caribbean Sea; and 23 commanded combatant ships attached to naval districts. Five Coast Guard officers commanded large training camps. Six officers performed aviation duty, two of them being in command of important air stations, one of these in France. Officers not assigned to command served in practically every phase of naval activity, on transports, on cruisers, cutters, patrol boats, in naval districts, as inspectors, at training camps, and were of the utmost value to the Navy in that they required no training and were possessed of professional ability and wide experience that immediately brought them to the front.

The armed force of the United States at sea are the United States Navy (of which the Marine Corps is a part) and the United States Coast Guard. In addition, our sea power is reflected in the American merchant marine, whose importance to the national welfare in peace and in war can not possibly be overemphasized. Much is said of the need for, and the usefulness of our military

forces afloat and ashore in time of war, but not enough is said of their value to the country in time of peace. Fortunately, peace is the normal usual condition, but it is a pity that the people do not fully understand what an asset the armed forces are to the country in time of peace. A ship, albeit she carries guns, is a most useful agency in peace, with unlimited opportunities for rendering service. No maritime nation in history of the world has ever had too many ships in war or in peace, and the liberties of no people have ever been taken away or threatened by ships or sailormen.

Everyone understands the need for merchant ships in time of peace and the advantage of having as many of them under our flag as practicable, but the great importance of having, in a modern war, as many merchant ships as possible is not so well understood, although our experience in the World War should certainly have served to drive that lesson home. Conversely, the need for armed vessels in time of war is understood, but their value to the Nation during peace times is not fully appreciated. In a United States ship, with a disciplined and trained crew of seamen, not affected by commercial considerations, there lies at hand an agency for peaceable helpful service in a great variety of ways - in rescue work, in carrying aid to distressed communities, in furnishing protection to our citizens in different parts

of the world, in surveying and exploring expeditions, in visits of good will, and in many other ways. All this is peculiarly well illustrated by the work of the Coast Guard in time of peace.

The Nation is at last being aroused to a point of seamindedness, and you are aware of the recent Acts of Congress and the recent message of our President to upbuild our merchant marine. And the Coast Guard, whose duties go hand in hand with the marine activities of the Nation shall be prepared to assume its share of responsibilities in the advancement of the interests of our merchant marine. It may be that this Service is in a position to help solve the problem of training merchant seamen for their peace-time and war-time duties. The Coast Guard trains its own men to be good lifeboatmen and sailormen for carrying out its peace-time mission, and simultaneously trains them for war-time service with the Navy. A somewhat similar training, I understand, is desired for the merchant seaman and fireman. On one side the Coast Guard rubs elbows with the Navy and on the other side with the merchant marine. It is in a position to be the knot that ties the two together. In time of peace the Coast Guard and the merchant marine must thoroughly understand each other and both become a part of the Navy in time of war.

13

The peace-time duties of the Coast Guard run the range of a great variety of services, extending to all parts of the coasts, our borders, Alaska, and our insular possessions, involving the use of vessels, boats, aircraft, and motorized equipment ashore. A few of the more important fields of activity may be mentioned: You know of the International Ice Patrol maintained by the Service against the iceberg peril in the North Atlantic each year, warning shipping of the limits of the ice fields, the location of icebergs, advising them the routes to follow, and incidentally carrying on scientific studies bearing upon the ocean currents and the drift of icebergs. That international service, which the Coast Guard has conducted for many years with a record of no loss of life by reason of collision with an iceberg in the area patrolled, was discontinued only a few days ago for the season of 1937; it started during the first part of February, three vessels being assigned to the mission. The Bering Sea Patrol is now being conducted, our vessels protecting the seal, halibut, and other fisheries in Alaska, rendering assistance to marine commerce, medical aid to Alaskan natives, and carrying law and order into that remote region. The Coast Guard patrols marine parades and regattas in the interest of safety to life, the patrol of the Yale-Harvard Regatta, the Poughkeepsie Races, and the International Yacht Races off Newport this summer being tasks which are now receiving our

41

attention; our captains of the port see to it that Federal rules and regulations governing the anchorage and movements of vessels are complied with; derelicts and other menaces to navigation are removed from the steamship lanes; thousands of vessels are boarded for enforcement of the navigation and other maritime laws; a constant fight is carried on against the smuggling of narcotics, alcohol, and other contraband goods; to save life and property from the sea there is an unending battle with storm and surf; and our forces are always prepared to rescue the unfortunate in flood and hurricane. The Coast Guard in the recent Ohio-Mississippi Valley Flood dispatched to the aid of the stricken areas a relief force of nearly 2000 officers and men, and 354 vessels and boats.

As you undoubtedly are aware, the President on May 25, 1937, approved an Act of Congress to authorize the establishment of a Coast Guard station at or near Tybee Island, as a result of the study given to the proposal by the Coast Guard and the favorable recommendations of the Treasury Department and of the Committees of Congress in charge. This Act is the successful culmination of representations which were made as early as 1918 for a Coast Guard station in this locality. The need of such a Coast Guard unit here is recognized, the nearest existing stations being those at St. Simon Island, about 80 miles to the south-

ward, and only recently placed in commission, and the
 Sullivans Island Station, South Carolina, approximately
 65 miles to the northward of here. A station here should
 prove a valuable link in the cordon of stations along the
 coasts of the United States. While primarily for the pro-
 tection of life and property from the perils of the sea,
 they are of great service in carrying on the law enforcement
 duties of the Coast Guard, and they serve readily, too, as
 military outposts or pickets, in case of national emergency.
 Their adaptability as such was conclusively proved in the
 Spanish-American and World Wars. The cost of constructing
 and equipping a station at Tybee Island is estimated around
 two hundred thousand dollars, contemplating a complete modern
 station plant, with self-bailing, self-righting motor life-
 boats and surfboats, radio and telephonic contacts with other
 Service units, breeches buoy apparatus and other lifesaving
 gear, and motorized equipment for rushing facilities to points
 along the adjacent coastal area. The men at Coast Guard sta-
 tions on shore look with pride upon the long record of heroic
 rescues that have been made in that branch of the Service in
 rescuing human lives from ships that were pounding to pieces
 from the fury of the storm. Individual initiative and
 courage are two important requisites in the profession of
 life-saving, and the display of these qualities by members
 of the Coast Guard is taken as a matter of course. Indeed,
 no man lacking resourcefulness and nerve can long remain in

the Service, whose business carries with it so much of the element of personal hazard. These men at the Coast Guard stations, who are always ready to risk their lives in battling the elements and who patrol the lonely stretches of the coast at night or in thick weather to warn off vessels that seem to be approaching danger, have a singular and appealing simplicity of character. They are possessed with the desire to be of service to all in the community in even the most trivial matters.

I do hope that the ultimate construction of a station here at Tybee Island will not long be delayed, but that is a matter which is beyond the control of the Coast Guard, as you probably appreciate, being subject to the appropriation of funds by the Congress. The Secretary of the Treasury now has authority to place here at Tybee Island a Coast Guard station, and when funds are appropriated for its construction, equipment and operation, the Coast Guard may be depended upon to lend its full energy in making it a representative unit of the Service and a credit to this coastal region. It will mean an additional link in the chain of association between the Coast Guard and Savannah extending back to the early days of our Nation. It will afford also this region an opportunity to witness at first hand the activities of a Coast Guard station and to feel its protective influence over marine activities along this coastal area.

I know that there is a feeling of regret in this community over the transfer shortly of the old cutter YAMACRAW to the inactive list of Coast Guard vessels. Any cutter which has served on one station for as long as has the YAMACRAW - from 1909 to date - must find an affectionate regard among the maritime and civic interests here. The YAMACRAW has rendered yeoman's service throughout her history - she has served the Nation in peace and in war - giving honor and distinction to her name, to the port where she has served, and to the Service whose ensign she flies. She started upon her career in 1908 with the blessings of God-speed upon her career by a young lady of Savannah, being christened by Miss Tildeman. I feel confident that the YAMACRAW has lived up to the high expectations of her sponsor.

The YAMACRAW is one of the oldest vessels in service, and the cost of reconditioning her would not be commensurate with her future utilization and adaptability for Coast Guard needs. The usual procedure in the case of Coast Guard vessels condemned for further Coast Guard use is to offer them for transfer to any other Government agency which might put her to advantageous use, and failing this, to offer her to the highest bidder at public auction or by sealed bids, after advertising.

We are planning to bring here to Savannah - about September 1st - a worthy successor to the YAMACRAW - the

Coast Guard cutter TALLAPOOSA now on duty in Alaskan waters. The TALLAPOOSA is an oil-burning vessel; she was reconditioned only about five years ago, and the fact that she has been performing service in Alaskan waters is indicative of her worthiness to carry on efficiently the duties which the YAMACRAW is about to relinquish on this station. A coincident in this connection is the fact that the sister ship of the YAMACRAW - the old TAHOMA - was assigned to duty in the waters from which the YAMACRAW's successor is to come. The TAHOMA, built in the same shipyard as was the YAMACRAW at Camden, N. J., had to proceed to Alaskan waters after her construction via the Suez Canal and Indian Ocean, the Panama Canal not having yet been constructed. Six years later the TAHOMA struck an uncharted reef off Alaska and sunk, fortunately without the loss of any life.

In conclusion I wish you to know that the Coast Guard appreciates the public-spiritedness and cooperation which it has received from the marine and civic interests here at Savannah. This station - the port of Savannah - is one on which our officers and men regard as desirable to serve. And may I say that the Coast Guard, concerning which I have endeavored to give you during these few minutes some idea of its history and work - shall always endeavor to render a public service to the people and marine interests in this region which will be worthy of your esteem and which will serve to advance the many interests which we have in common.

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Toast given by Rear Admiral R.R.Waesche at a testimonial dinner given for a naval officer, Washington, D.C., June 17, 1937

46

I propose a toast to a Service which we - all Americans - think of in the same feeling of profound admiration and reverence as we do of our Country; a Service whose illustrious record in peace and in war has served to inspire patriotism and to advance our national welfare; whose high standards serve as a guide to the Coast Guard; a Service which has made richer and more glorious the traditions of our Country, and with whose officers and men we of the Coast Guard enjoy a warm attachment and interests in common - -

O U R N A V Y!

(A toast given by Rear Admiral R. R. Waesche, Commandant, Coast Guard, at a testimonial dinner June 17, 1937, given for a naval officer.)

Address given by Rear Admiral R.R.Waesche, Commandant,
over the National Broadcasting Network, "U.S.
Coast Guard," August 4, 1937

"THE U. S. COAST GUARD"

RADIO ADDRESS OVER THE NATIONAL BROADCASTING NETWORK

REAR ADMIRAL R. R. WAESCHE, COMMANDANT

AUGUST 4, 1937

It is an unusual privilege to have the opportunity as presented in this nation-wide broadcast over the National Broadcasting Network to speak a few words to such a great American audience in tribute to the Coast Guard on its one hundred and forty-seventh birthday, when every officer and man of our Service pauses in his daily work to reflect upon a record of public service going back to the early days of our Republic.

We find in the Coast Guard of today a fulfillment of the judgment and the wise counsel of President Washington and of Alexander Hamilton who in 1790 set forth the need to the Congress for the creation of a national coastal patrol force, with military discipline and organization, to enforce on the seas the laws of the new Republic and to safeguard the interests of our then infant merchant marine. It was by the Act of August 4, 1790, that Congress provided for the first ten Coast Guard cutters. They were then known as Revenue Cutters, and the Service as the Revenue Marine, later being called the Revenue Cutter Service. Its officers were commissioned by the President, and it is of interest to mention that the first commission issued by President Washington to an officer afloat was that

49

given to Hopley Yeaton of New Hampshire, on March 21, 1791, as a captain of a cutter. Throughout the early history of our Nation, the Revenue Marine was kept constantly busy suppressing smuggling, piracy, and other violations of law on the seas, and serving with the Navy in defense of country in time of war.

It was but natural that the small revenue cutters, patrolling our coasts, were frequently called upon to assist vessels in distress and it soon became an established custom for vessels in trouble to look to cutters for aid. So, early in the history of our Nation, the three-fold duty of our Service was established, namely, to assist and to protect life and property and to enforce all Federal laws on the seas, and to be always prepared for defense of country in time of war. These duties are interrelated and concurrently performed.

With many merchant vessels, square riggers, and schooners plying our seas in the early days, and with the science of navigation but crudely developed, disasters through strandings on our coast were not infrequent, and the need arose for a national system of life-saving stations on shore paralleling the rescue work carried on by the cutters at sea. The first of these stations was established about 1848 near the entrance to New York

Harbor as a part of the Revenue-Cutter Service. Other such shore stations were established from time to time at different coastal points. Their rapid extension along the coast finally led to the establishment of the United States Life-Saving Service in 1878 as an independent organization. However, the Revenue-Cutter Service and Life-Saving Service were again united by Act of Congress in 1915 under the single name of United States Coast Guard, which, by law, was made to constitute a part of the military forces of the United States.

The Coast Guard enjoys the distinction and honor of an illustrious record both in peace and in war. Its well-trained and disciplined forces, versed in the military arts and adapted for promptly meeting emergencies both on land and on sea, have participated in all major wars in which the United States has been engaged.

During the World War, still fresh in our memory, the largest single loss suffered by our naval forces, with the exception of the unknown fate of the CYCLOPS, was the sinking of the Coast Guard Cutter TAMPA in the war zone by an enemy submarine with a loss of 115 officers and men.

Throughout the years since 1790 the Coast Guard has established traditions, high standards, and a deep sense of duty that have sustained the will and capacity of the Service to carry out loyally and efficiently its regular duties and those emergency tasks and missions which are continually falling to its lot.

Time will not permit me to give examples of duty well done - whether guarding the North Atlantic sea lanes from the menace of icebergs, protecting seal, halibut and other fisheries in Alaska, stubbornly fighting the smuggling of narcotics, alcohol and other goods, battling storm and surf to save lives, boarding thousands of vessels for enforcement of navigation and other maritime laws, rescuing the unfortunate in flood and hurricane - or performing valorous acts in time of war.

It is no wonder, therefore, that the Coast Guard force of approximately 10,000 officers and men - trained to protect and safeguard lives and property on the sea in times of peace and simultaneously trained for Navy duty in time of emergency - is recognized as outstanding in the field of seamanship and knowledge of the sea and that merchant vessels turn to this Service in time of trouble.

And so there is close association between the Coast Guard and the merchant fleet not only in time of peace, but in time of war as well, when both serve under the Navy Department.

Just as the Coast Guard in colonial days threw its cloak of protection over our marine activities, acted as an insurance against unlawful depredations, and made available to the Nation a well-trained and organized force in time of war, today finds the Service similarly engaged and contributing to the welfare, the well-being and progress of our country.

To the officers and men of the Coast Guard stationed in the United States, Alaska, Hawaii, Puerto Rico and Virgin Isles, afloat and ashore, I extend my most cordial greetings and well wishes. May the passing of time only add to the pride which you have in your Service - the Nation's Coast Guard.

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Address of Rear Admiral R.R.Waesche, Commandant,
350th anniversary of the birth of Virginia Dare,
and 147th anniversary of the Coast Guard, at
Roanoke Island, N.C., August 4, 1937

ADDRESS OF

REAR ADMIRAL R. R. WAESCHE, COMMANDANT

350th ANNIVERSARY OF THE BIRTH OF VIRGINIA DARE
147th ANNIVERSARY OF THE U. S. COAST GUARD

ROANOKE ISLAND, N. C.

AUGUST 4, 1937

The United States Coast Guard joins with the people of Roanoke Island and North Carolina in paying homage to the memory of Virginia Dare. The occasion takes on added significance and importance particularly because it was here on Roanoke Island, upon this historic ground, that an outstanding woman character in American history first saw the light of day 350 years ago. The Coast Guard itself has been so closely associated with the Virginia Dare celebrations here in recent years that it has an especial attachment for the activities associated with this event. In August, 1926, the cutters PAMLICO and APACHE participated, there being among the distinguished guests brought here by the APACHE Sir Esme Howard, the British Ambassador. In 1932, the members of the United States Roanoke Colony Commission, a commission created by Congress, were transported here by the Coast Guard Cutter PAMLICO, and the Coast Guard was otherwise privileged to lend its cooperation in the celebration. Among the distinguished members of Congress who came here with the Commission was its chairman, the late beloved Senator Joseph T. Robinson, who was deeply impressed with his visit to your community.

The spirit behind this celebration of the 350th anniversary represents those finer instincts of our civilization - a spirit of memory and tribute which

55

risers above the material things in life. It is one of those spiritual attributes which builds a firm foundation for our national life, and which I am confident brings with it a pride in being a resident of this locality and of this State. If we were loathe to forget the great historic events of the past - so intimately woven into the thread of our development as a Nation - I feel it would mean that instead of progress, instead of elevation of our national life, our trend would be backward.

It is for that same reason that today the United States Coast Guard is celebrating its 147th anniversary, and the entire Service appreciates the action of your Committee in setting aside this day as Coast Guard Day. In this gathering here are members of the United States Coast Guard and friends of the Service - a term which I feel applies to all North Carolinians from my own knowledge of your sentiments in this State and of my happy association with your Representatives in Congress and other citizens I have met. Most of you know, I believe, that the Coast Guard's history is one which we in the Service have a just reason to look upon with great pride, as you do here upon the history of Roanoke Island, the birthplace of English-speaking civilization in the United States. The origin of the Coast Guard found its source

in the minds of President Washington and Alexander Hamilton, and their recommendations for the creation of an armed maritime force to safeguard the interests of our revenue and of our infant merchant marine were carried into effect by Congress in the Act of August 4, 1790, which created the Coast Guard, then known as the Revenue Marine. The Service was from the first, and still is, charged with the protection of the customs, that is, the prevention of smuggling from the sea of alcohol, narcotics, and other contraband. In carrying on their law enforcement work at sea, it was but natural that the cutters should be called upon to render assistance to vessels in distress, particularly in the old days when the science of navigation had not reached the high state of development and perfection as at present. This situation led to the recognition of the then Revenue Marine - later known as the Revenue-Cutter Service - as the Nation's humanitarian and assistance agency upon the sea in addition to being the Nation's law enforcement service upon our seacoast and navigable waters. And preparedness for national defense has been a watchword with the Service since its establishment.

One of the branches of the Coast Guard so closely linked with both the activities and history of North Carolina is that of the Coast Guard Life-Saving stations which are so well represented along the North Carolina Coast. The first Federal Life-Saving stations were established along the New York Coast as a part of the Revenue Cutter Service in 1848. As a need arose for coordinated rescue work on the coast paralleling that carried on by the cutters at sea, other such shore stations were established from time to time at different coastal points. As in the present day, so back in the 1870's a large portion of the Nation's maritime commerce passed close by the coast of North Carolina, and in 1873 Acts of Congress authorized the construction of the first group of Life-Saving stations along the North Carolina Coast. These stations were at Nags Head, Oregon Inlet, Caffey's Inlet, Chicamacomico, Currituck Beach, Kitty Hawk, and Little Kinnakeet. In 1878, Congress made provisions for Life-Saving stations at Pennys Hill, Paul Gamie's Hill, Poa Island, Gull Shoal, Big Kinnakeet, Creeds Hill, Durants, Kill Devil Hills, Bodie Island, Cape Lookout, and Cape Fear, and in 1882 for the stations at Cape Hatteras, Hatteras Inlet and Ocracoke. In 1886 and 1888, authority was given for the stations at Fort Macon, Oak Island, Portsmouth, and Core Bank. I mention these names because each one of

58

them is so prominently identified in the minds of mariners and inhabitants along this section of the coast. They have meant service and helpfulness in time of peril and disaster, and their work has been so frequently marked by self-sacrifice and heroism. Such examples as the courageous action of the crew of the Chicamacomico Station during the World War in rescuing the 36 survivors of the crew of the British tank steamer MIRLO, carrying on the work of rescue in a sea ablaze with oil from the torpedoed MIRLO; of the saving of 48 men in December, 1927, from the wrecked steamers CIBAO and PARAGUAY in a raging storm are incidents fresh in our memories in the long list of heroic deeds performed by the Coast Guardsmen along the North Carolina Coast.

Modern facilities in the way of radio, telephone, motorized equipment, speedier and larger boats, and other improvements, in addition to splendid highways along the coast, are being reflected in the present-day activities and organization of the Coast Guard. Some of the stations established along the North Carolina Coast in the 1800's are now in a different situation in the light of present-day requirements and advancements in comparison with those existing at the time of their construction. Recently

arrangements were made for a number of consolidations and eliminations of Coast Guard stations not only along this section of the coast but in other regions. Some of the stations which I just mentioned by name are affected by this reorganization, and I can fully understand and appreciate the sentiments of the inhabitants in their immediate vicinity in seeing them placed out of commission or made to serve as an auxiliary to an adjoining station. However, the Coast Guard can not stand still and must improve its means of carrying on its duties in the most efficient and effective manner, availing itself of all useful developments in industry and science in the implements used by the Coast Guard. And, as a result, there will follow, I am confident, a better and more efficient Coast Guard. I would like to see each station in commission embody in its equipment the most advanced means for rendering assistance to marine commerce, and the crews afforded every modern living facility for their welfare and contentment. The Coast Guard would not be justified in carrying out such a program of modernization and enlargement at any station which may have been of great usefulness in its particular locality many years ago but which today finds itself serving simply as a reminder of the need which has passed.

60

The Coast Guard is solicitous that the coast of North Carolina is afforded every protection and service within our means. One of the great modern agencies for life-saving, for law enforcement work, and for carrying forward the work of the Coast Guard is that of aircraft. There is at the present time no Coast Guard air station between Cape May, N. J., and Charleston, S. C., and recognizing the need for such service along this section, we are planning to establish a representative Coast Guard air station not far from here at Elizabeth City. It may be some time yet before funds will become available for such project, but it is our purpose and our desire to place this air station in operation as soon as possible, thus having service aircraft join hands with the Coast Guard Life-Saving stations and with Coast Guard vessels along the North Carolina coast in carrying forward the work of the Service.

Today, in planning for the future, we cannot help but reflect upon the past, particularly upon this anniversary occasion. The Coast Guard embraces the traditions of two services - the old Revenue-Cutter Service and the former Life-Saving Service - which while they existed as such contributed many illustrious pages to our national history and development. The first Life-Saving stations

61

were operated in conjunction with the Revenue Cutter Service, but in 1878 Congress provided for the organization of the Life-Saving Service as an independent organization. However, the Revenue-Cutter Service and the Life-Saving Service were again united by Act of Congress in 1915 under the single name of United States Coast Guard, which by law was made to constitute a part of the military forces of the United States, thus combining these two historic services into one compact efficient organization.

A recital of the history of the Coast Guard can not of course be recited in a few hours or even in days - it is a daily running account of a major phase of the activities of the United States Government since 1790, and it may be stated that they are activities crowded with heroism, courage, devotion to duty, and often self-sacrifice. Throughout war and peace, the Coast Guard has accredited itself with honor and distinction.

The fundamental duties of the Service in this day - 147 years after its establishment - are generally similar to those which governed its origin - that of law enforcement upon the navigable and coastal waters of the United States, of rendering assistance to life and property in peril, and of being constantly prepared to fight in defense of the

Nation. The passage of time has witnessed the strong arm of the Service suppressing smuggling, piracy, mutinies, the slave trade, and other forms of unlawful activities associated with various periods in the Nation's history; The heroic rescues of crews of early clippers stranded or caught in the tempest; and the resort to cutlass and musket against the foe in defense of American rights. And so on, through time, with changing instrumentalities and conditions, the Coast Guard has carried on, always imbued with the traditions of those officers and men who in the years before them have seen to it that the honorable record of the corps was transferred unblemished to the succeeding generation.

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A contribution to the graduation number of The Fore-
top, U.S.Coast Guard Academy, New London, Conn.,
September, 1937, by Rear Admiral R.R.Waesche,
Commandant - "Respect the Rights of Subordinates."

A CONTRIBUTION TO THE GRADUATION NUMBER OF THE FORETOP

U. S. COAST GUARD ACADEMY

NEW LONDON, CONNECTICUT

SEPTEMBER, 1937.

BY REAR ADMIRAL R. R. WAESCHE, COMMANDANT

U. S. COAST GUARD

"RESPECT THE RIGHTS OF SUBORDINATES"

64

The unsettled conditions throughout the world today are due largely to lack of respect for the rights of subordinates, whether they be subordinates in authority or subordinates in power. This form of selfishness, or, perhaps in some cases ignorance, applies to nations, organizations, groups and individuals. It produces, in its mildest form, low morale and inefficiency, and in this sense, a small service, such as the Coast Guard can learn a useful lesson. The new officer beginning his career in the Coast Guard should frequently ask himself this question: "Am I respecting the rights of the enlisted man?" And as he progresses through the ranks, he should expand the question to: "Am I respecting the rights of the junior officers, the warrant officers and the enlisted men?" To answer these questions correctly, the officer must have a sympathetic and intelligent understanding of the viewpoint and responsibilities of his juniors and he must make a pronounced effort to win and hold their confidence. Among the important rights possessed by a subordinate are courteous treatment, contentment and justice. It is not sufficient that an officer be fair to his men, they must know that he is fair. Any effort spent in convincing inferiors in authority or power that they are receiving justice is well worth while for a fancied wrong will cause as much

resentment as a real wrong. Aboard ship, where officers and men live in close proximity for days at a time, the necessity for careful observance of the rights of those that go to make up the ship's household is all the more pronounced. It is the only home that many men have. It is, therefore, incumbent that the rights of all personnel on board be observed to produce a happy, efficient, well-disciplined ship. Discipline is essential, but it must be discipline that flows from justice and consideration and not from fear or favor.

The confused state in which our merchant marine finds itself today is due largely to lack of discipline and understanding, and has resulted, primarily, from a lack of respect for the rights of the subordinate group.

The greater the control or power over subordinates, the greater the responsibility to see that rights are respected. This is particularly true in the Coast Guard which exercises military control over its personnel and to but slightly lesser degree on any ship where the degree of control and the opportunity for grave injury is greater than on shore.

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Address of Rear Admiral R.R.Waesche, Commandant,
before the Rotary Club, Lynchburg, Virginia,
September 7, 1937

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT
BEFORE THE ROTARY CLUB, LYNCHBURG, VIRGINIA
SEPTEMBER 7, 1937

When the invitation was extended to me to come here to Lynchburg today, my acceptance was governed not only by the pleasure of meeting with the Rotarians here, but by an appreciation of the representative character of your organization and a close association with a section of your native State. It is needless to comment upon the beautiful natural scenery of the State of Virginia, and those of you who have not flown over it by airplane have still a treat in store for you. My own home, before I entered the Coast Guard thirty-three years ago, was in the Blue Ridge Mountain country of Maryland which is not unlike the setting here. Two of my sons attended the Massanutten Military Academy, and one of them attended the University of Virginia before entering the United States Coast Guard Academy. So it is readily understood why I feel at home among you Virginians.

I am going to speak briefly on the only subject with which I am thoroughly familiar - the Coast Guard. Along the coast, the Coast Guard is well known by the citizens actually seeing our units at work and reading frequent press items of Service activities, but as you go further inland, a knowledge and appreciation of the Coast Guard is found only in a limited degree. It may be interesting to some of you to know that the Coast

68

Guard was established in 1790, shortly after the Continental Navy had been disbanded, and it was then the Nation's only armed force afloat, charged with enforcing Federal law along the coast, protection of our infant merchant marine, and otherwise protecting the interests of the United States upon the sea. In the old days our vessels were known as revenue cutters, and the first commission issued by President Washington to an officer afloat was that given to Hopley Yeaton of New Hampshire, on March 21, 1791, as a captain of a revenue cutter. The Coast Guard in its early history, as today, had a military organization and military discipline. These were necessary for the loyal, efficient and effective prosecution of its regular law enforcement duties, constant readiness for service with the Navy in national defense, and for meeting emergencies incident to shipwreck and national disasters.

The revenue cutters were constantly patrolling the coast in our early history suppressing piracy, smuggling, and other unlawful activities. In the early part of the 19th century the cutters LOUISIANA and ALABAMA became famous for their fights with freebooters, particularly with the notorious pirate Jean LaFitte. When the frigate CONSTITUTION was the pride of our Navy - one or more cutters usually accompanied her on her cruises to the West Indies in search of French

69

privateers. These cutters constituted both the strong arm and protective agency of the Federal Government upon the sea, for when vessels needed help - and in the old days of merchant vessels, square riggers and schooners, such calls were frequent - it was but natural that they would turn to the revenue cutters for assistance. So there originated from this early field of Service activity the three general functions of the Coast Guard today, that of law enforcement upon the sea and navigable waters, of assistance to marine commerce, in time of disaster, and of preparedness for defense of country in time of war.

Many of you have seen Coast Guard stations along the coast - many of which are located along the Virginia shore line - and from my reference to the revenue cutters, you are no doubt wondering how they came into the Coast Guard organization. In the early 19th century, when ships depended largely upon sail power, when there was no thought of radio, direction finders and gyro compasses, and only a limited number of aids to navigation, strandings on the coast were of frequent occurrence. Assistance could not alone be rendered by the revenue cutters from the sea, but it was necessary also that rescue operations be conducted from the shore in such emergencies. This gave rise to the need for a national system of life-saving stations along our coast, the first of which was placed in service near

New York Harbor in 1848, as an auxiliary to the revenue cutter service. Other such shore stations were established from time to time at different coastal points, and their rapid extension finally led to the establishment of the United States Life-Saving Service in 1878 as an independent organization. The law enforcement duties of the revenue cutters kept them constantly at sea and readily available for rescue missions, and when the casualty occurred along the beach, they joined hand in hand with the Life-Saving stations in rendering aid. In the interest of coordination and economical administration, Congress by the Act of January 28, 1915, merged the Life-Saving Service and the Revenue-Cutter Service into one single organization - the United States Coast Guard - which, by this same Act, was made to constitute a part of the military forces of the Nation, operating under the Treasury Department in time of peace and as a part of the Navy in time of war or whenever the President shall so direct. So that today, at almost every harbor or inlet along the coasts of the Atlantic, Gulf, Pacific and Great Lakes there is one or more Coast Guard stations, cutters, or patrol boats - marine police and inspection units - ready to enforce the law or to give advice and assistance of any kind to mariners.

71

The Coast Guard has participated with honor and distinction in every war in which this Country has been engaged, and its record in time of peace is one of great public service and accomplishment. Congressional medals of honor were presented to the officers of the Revenue Cutter HUDSON for the part they took in the battle of Cardenas, Cuba. Coast Guard vessels served at the Battle of Manila Bay, in Cuban waters and along our coast. During the World War, Coast Guard forces served in practically every sphere of naval activity, both at home and in the European war zone, and it is of interest to mention that the largest single loss suffered by our naval forces, with the exception of the unknown fate of the CYCLOPS, was the sinking of the Coast Guard Cutter TAMPA in the war zone by an enemy submarine with the loss of 115 officers and men. These two incidents in war operations are mentioned to illustrate that the Coast Guard may be found in the thick of battle and not merely guarding our coast as the name might imply.

Through the years since 1790 the Coast Guard has established traditions, high standards, and a deep sense of duty that have sustained the will and capacity of the Service to carry out loyally and efficiently its regular duties and those emergency tasks and missions which are continually falling to its lot.

The Coast Guard in its present-day duties is the law enforcement agency of the Government upon the sea and our navigable waters, and Congress only recently, recognizing the need for vesting authority in the Coast Guard to enforce Federal laws of all nature upon our territorial waters, delegated such power to the officers of the Coast Guard, which authority in some cases had in earlier days been only implied. To better understand the function of the Coast Guard, its operation field might be compared to that of the police force of our municipalities and States which, while engaged primarily in law enforcement work, act as the public guardians and as a humanitarian service in time of trouble and disaster. But that phase of our work which deals with aid to the shipwrecked and to assistance in other disasters attracts the widest attention because of its appeal to the public imagination of valor, heroism, and quite often self-sacrifice. Coast Guard vessels patrolling our coast to insure lawful and peaceful pursuits - commercial, industrial, and pleasure - and to guard against unlawful depredations, are prepared at all times to go to the aid of the distressed mariner and to extend a helping hand to any in trouble. Let me refer to one such case which happened last March off the North Atlantic Coast:

The Coast Guard Cutter CHELAN, in company with a Coast Guard patrol boat, was engaged in trailing a foreign "rum" vessel to thwart any attempt at landing the contraband into the United States. At 7:30 in the evening an SOS came through the air from the Norwegian steamship BJERKLI which gave her position about 800 miles off the American coast. Following the time-honored tradition of the Coast Guard to drop all other work when the call of distress comes, the CHELAN proceeded at full speed to the reported position, about 500 miles away, at the same time taking frequent radio finder bearings on the SOS calls to insure keeping on the most direct course. The wind was blowing a gale and heavy seas were running. The Commanding Officer of the CHELAN realized the value of every minute in such a storm. He sent reassuring messages to the BJERKLI that he was proceeding full speed to her aid. At about noon the next day the CHELAN reached the BJERKLI which was found deep in the water, with waves washing over her decks and water flooding her holds and engine room. The pumps could not be used. The Captain of the BJERKLI reported he could not hold out longer, and was making preparations to abandon the ship. Skillfully maneuvering the CHELAN to the windward of the BJERKLI, the Commanding Officer made a lee and threw out storm oil over the water

74

to permit the launching of the BJERKLI'S lifeboats. The entire crew of 16 officers and men were safely taken aboard the CHELAN just before the BJERKLI went under the waves. This record of 16 lives saved is but one incident in the long list of 7,631 persons saved or rescued from positions of peril by the Coast Guard during the fiscal year which just ended on June 30th. This record of 7,631 is the largest in the entire history of the Coast Guard.

Even more spectacular and hazardous are many of the rescues made by Coast Guard stations, as, for example, one which occurred last May off the coast of Washington. The lumber-laden steamer TRINIDAD, with a crew of 22 men, stranded off the entrance to Willapa Harbor. Upon learning of the stranding, the Grays Harbor Coast Guard Station motor lifeboat and crew proceeded to the scene. Visibility was very low, and it was not until daybreak that the station crew sighted the stranded vessel about a half mile from the north edge of the Spit, with only the bridge and bow out of water. One mast had gone and loose lumber was strewn about. On the first attempt to cross the bar to reach the TRINIDAD, the lifeboat was nearly up-ended and turned completely around and carried back to its starting point. The second attempt was successful as the officer in charge followed an

75

oil slick caused by discharge of oil from the stranded vessel. As soon as the lifeboat could approach near enough to the steamer, the officer in charge directed the men on the vessel to crawl out on the loose lumber and jump into the lifeboat. This they did, and by 5:30 a.m. the crew were safely aboard the lifeboat. The captain of the TRINIDAD reported that the second mate had been lost soon after the stranding, apparently in an attempt to reach what he thought was a safer place on the vessel or in an attempt to swim to shore. One can only realize the courage and stamina of the Coast Guard crew in effecting this rescue by visualizing a 60-mile gale, turbulent seas, wreckage being scattered in all directions, and the attendant excitement of the shipwrecked crew.

While cutters and stations are daily contributing to the deeds and accomplishments in the history of the Coast Guard, in recent years Coast Guard aviation is assuming an increasing importance in the conduct of our work of law enforcement and assistance missions. The Coast Guard has eight air stations now in commission along the coast and one patrol detachment on the United States-Mexican border. In addition to locating smuggling vessels, cooperating with land enforcement agencies in

76

locating illicit stills, protecting the customs and internal revenue, patrolling the air at large marine events, and assisting in the performance of the regular duties of the Coast Guard, their humanitarian work in taking injured or seriously ill seamen and persons off vessels at sea and rushing them to hospitals ashore has figured prominently in the public limelight. One such case for which the pilot concerned was recommended for the Distinguished Flying Cross occurred in June, 1935. The Coast Guard Air Station at Miami, Florida, received a dispatch asking assistance in rushing a critically ill Army officer ashore from the transport REPUBLIC. As night was approaching and unfavorable conditions of sea and weather prevailing, it was thought advisable that contact with the transport which was off the Bahaman coast be made early in the morning. The captain of the REPUBLIC was communicated with, and he advised that unless aid was sent at once, the officer would probably die. The pilot of the Coast Guard plane in this situation decided he would take off regardless of weather conditions, and at 4:30 p.m. he headed his plane over the sea in the direction of the REPUBLIC approximately 270 miles away. At 8:10 p.m. he landed alongside the transport. Darkness and rough seas made the landing a hazardous one. Taking the Army officer and his wife aboard, the plane started upon

her return flight at 9 p.m. The pilot was compelled to fly through heavy rains and an electrical storm. Most of the return trip was made under conditions requiring instrument flying (blind flying). The storm could not be avoided due to the limitation of fuel and the necessity for prompt transfer of the Army officer to a hospital. At a little after midnight the plane arrived at the Miami Air Station and the patient was transported to a hospital at Miami where he was successfully operated upon. This is one of many similar cases which are going into the record of Coast Guard aviation.

In referring to the law enforcement work of the Coast Guard, the average person in associating the Coast Guard with that phase of Federal activity usually thinks of the work of the Service in preventing smuggling which has assumed such large proportions during the days of national prohibition. It is true that the preventing of smuggling is still a most important phase of the law enforcement activities of the Coast Guard, but the Service in addition to combatting the smuggling of liquor and narcotics, looks to the observance by the public of a broad field of Federal laws applicable to marine activities. The regulations governing the anchorage and movements of vessels in our larger ports are enforced by Coast Guard captains of the port; vessels of the Service patrol the halibut fishing grounds in the North Pacific in enforcement of the International Convention for the

protection of the halibut fisheries; Coast Guard officers are on duty in the Indian Ocean and in Alaska to see that the provisions of the International Whaling Treaty are fully complied with; the valuable seal herds which frequent the North Pacific Ocean and Bering Sea are watched over by the Coast Guard to see that no pelagic sealing takes place; thousands of vessels are boarded in the enforcement of the navigation and maritime laws in the interest of safety at sea; regulations governing regattas and marine parades are enforced; and Coast Guard vessels report violations of the Oil Pollution Act and prevent the smuggling of aliens. In fact, practically the whole range of maritime law enforcement comes within the province of the Coast Guard which the Service strives to carry out efficiently and loyally, fully aware of the high trust placed upon its officers and men. An idea of the extent of the obligations assumed by the Service in one aspect of this work may be gained when I mention that in giving attention to the suppression of smuggling of narcotics alone several thousand vessels, domestic and foreign, are annually trailed into and out of ports of the United States, or kept under constant surveillance while anchored and awaiting discharge of cargoes. "Rum Row" as that long chain of foreign vessels anchored off New York Harbor was known in the days

79

of prohibition no longer exists, but it is only through the ever alert and constant patrol maintained by the Coast Guard along our coast that the volume of smuggling in bulk is kept down to the minimum. There are still foreign vessels engaged in attempts to land contraband on our shores, but the more extensive legal barriers and the cooperation now received from foreign governments have had their effect. Just a little over a year ago one of the most notorious foreign "rum" runners - the PROWTO - ended her career when she was forfeited to the United States and her master and crew convicted of conspiracy to violate the laws of the United States. The PROWTO was built especially for the smuggling business, being a low hull vessel, 65 feet in length, which made it difficult for patrol vessels to sight her at a distance. The Coast Guard brought the PROWTO first under surveillance in 1930 when her daring attempts to land contraband along the New England coast put her on the list of suspected vessels, with orders to make special efforts to apprehend her. She had strong financial backing and all the immunities which international law gave to vessels outside our territorial waters were taken advantage of by this smuggler. Time after time she was sighted outside law enforcement limits, and all that the Coast Guard could do was to trail her and prevent American boats making contact with her. She resorted to all the tricks and practices of the sea to escape trailing,

dousing all running lights, and because of her small size and ease with which she could turn about, she frequently eluded the trailing vessel at night by coming about suddenly, darkening all lights, running at full speed in the opposite direction, and escaping from sight astern of the cutter before the trailing vessel could complete its larger turn circle and take up the chase.

On February 2, 1932, the PRONTO was sighted off the Massachusetts coast within our territorial waters by the Coast Guard patrol boat JACKSON. It was necessary to fire a solid shot across her bow to stop her for boarding. She was seized with a cargo of unmanifested liquor, but her legal representatives, finding a loophole in the revenue laws, managed to secure her release.

She went back to the illicit trade, and in October, 1935, when being trailed by the patrol boat ARGO off the Massachusetts coast, she again resorted to dangerous tactics, unsanctioned by the laws and practices of the sea, to escape from being trailed. She collided with the ARGO, and her crew was rescued by the patrol boat. The PRONTO, practically submerged, was towed to New London, Connecticut. She was repaired, and again returned to her old occupation. But she found it more difficult than ever to land her contraband. With the purpose of throwing the Coast Guard off guard - but

81

fortunately such was not the case - she transferred her field of operations to an entirely different section of the coast - to the South Atlantic region. The Coast Guard Intelligence Service, together with the other law enforcement agencies of the Treasury Department, were alive to her prospective movements. The Coast Guard cutter YAMACRAW, with lights darkened and with extra lookouts posted, took up a position near her expected rendezvous. She was sighted running without lights. When the YAMACRAW's searchlights were thrown on the PRONTO, she attempted to escape, and was only halted when the YAMACRAW's warning shots served notice that a solid shot would follow. The PRONTO had aboard a cargo of alcohol, and as she was seized in United States territorial waters and with a long chain of evidence against her, the verdict of the Federal Court put an end to the career of one of the most notorious "rum" vessels.

Time does not permit me to go into any discussion of the various duties of the Service, many of which are topics in themselves. There is the International Ice Patrol in the North Atlantic where the Coast Guard stands guard to insure the safety of trans-Atlantic traffic when passing through the iceberg region - vessels proceeding at speeds as fast as you drive your automobile along the road and with human cargoes equal in size to the population of

many towns. The efficiency of this Ice Patrol is manifested by mention of the fact that there has been no loss of life by reason of collision with iceberg since the sinking of the TITANIC. In the Ohio-Mississippi Valley Flood of 1937 the Coast Guard dispatched approximately 2000 officers and men and 400 boats to the aid of the stricken communities. At the outbreak of the Spanish Civil War, one of the Coast Guard cutters served as a floating embassy for the American Ambassador and his staff and assisted in the evacuation of hundreds of American citizens and refugees. You will see therefore that our operations are not alone confined to the seacoast, but to Alaska, Hawaii, Puerto Rico, the Virgin Isles, and inland emergencies.

While the Service has a wide range of duties, emphasizing the extent of public service rendered by a comparatively small force of 10,000 officers and men, one of the most important factors in the efficient conduct of these duties is the personnel element. You may have the best of equipment, but failing a well trained and loyal force, imbued with a high sense of duty and thoroughly indoctrinated with Service ideals and traditions, you can not expect results. The commissioned officers of the Coast Guard, who see to the proper administration of the duties and functions with which we are charged by law and

83

national practice, receive their professional education and training at the Coast Guard Academy, New London, Connecticut, entering there as cadets. Appointment is through competitive examinations held throughout the country once a year. The course of instruction is four years, being basically scientific and engineering in character. However, an endeavor is made to train cadets along the lines that will best serve the needs of the Coast Guard in its particular field of enforcement of the Federal maritime laws, of saving life and property, and in the military arts. In its courses, it stresses the handling and navigation of vessels under difficult conditions, and the need of a particular knowledge of all phases of maritime law necessary to the efficient operations of the Service. These special features are taught against the background of a liberal general engineering education.

The cadets at New London are quartered and instructed in one of the finest group of educational buildings in the country, the present buildings having been built only about five years ago at a cost of nearly three million dollars.

We have an Advisory Committee of distinguished educators and a Board of Visitors consisting of representatives from the United States Senate and the House of Representatives.

In two weeks time the graduation exercises will be held at New London - a group of graduates will start upon their careers with Presidential commissions as ensigns in the Coast Guard. After the severe course of training and instruction through which they have passed - many of the original appointees having fallen by the wayside because of the exacting requirements for fitness for Service careers - the Nation is assured of another increment of commissioned officers who can be depended upon to carry forward faithfully and efficiently the duties of the Coast Guard and to figure prominently in the public service activities of the Nation.

There is a particular need for such officers right now. The Nation has become sea conscious. We are on the threshold of a program of maritime development which will call for leadership, trained personnel, and coordinated effort among the Federal agencies concerned towards meeting the objectives sought in this great national program of an adequate and efficient merchant marine. The Coast Guard has been closely associated with the merchant marine since 1790, and the Service by the nature of its duties, its trained and well disciplined personnel, and its aptitude for assuming tasks and discharging them faithfully, stands prepared to lend its full support to our national advancement in maritime affairs. An initial step has been taken

in this direction through proposed legislation, now before Congress and recommended by the Senate Committee on Commerce, to provide for the training of merchant marine personnel under the direction of Coast Guard officers.

I hope that my talk here - dealing only in a general way with the Coast Guard - has afforded you an idea of the relationship of the Service to the progress and welfare of the Nation, and that you may share, by observing its accomplishments as they may come to your attention, the pride which we of the Coast Guard have for our Service.

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Address of Rear Admiral R.R.Waesche, Commandant, before the Graduating Class, Coast Guard Academy, New London, Connecticut, September 20, 1937

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT
BEFORE THE GRADUATING CLASS, COAST GUARD ACADEMY
NEW LONDON, CONNECTICUT
SEPTEMBER 20, 1937

**Captain Jones, Distinguished Guests, Officers,
Cadets, and Friends of the Coast Guard:**

I am glad and proud to be here today and share in these exercises. My remarks, however, will be very brief for we have the honor of having with us this year a man who is not only the outstanding national representative in maritime affairs but one who gained national fame and importance in other lines of endeavor. I do not intend to give the graduating class any advice, for I have, by experience, realized the uselessness of advice unless it is sought. I am, however, going to stress to you young men who are about to be commissioned the opportunities that the Coast Guard and its officers now have to take a leading part in national affairs - to carry on duties essential to the function of government.

There is a lack of capacity and efficiency in accomplishment and in leadership in many of the varied activities of our national and international life. Our United States Government is the largest business in the world today, and it cannot hope to escape entirely from a share of these shortcomings. There is no reason why you graduates should not, in the future, take an active

88

part in the leadership in the various phases of governmental activities that pertain to the sea. You have the capacity to do so, for otherwise you would not have been able to complete successfully the difficult four-year course here at the Academy. I know of no course more difficult to pursue and to complete successfully, for with a small Academy and a small student body you are constantly under the eyes of an officer or instructor. You can not conceal any of your faults. They know you about as well as - and maybe better than - your own parents know you.

With that capacity and with the preliminary training here at the Academy, it is largely up to yourselves as to what you will make of it. You can not rest on your oars for long. After the hard pull here at the Academy, perhaps a short rest on your oars may not be amiss, but it should not be long before you give way again. And if you have the courage, the will, and the stamina to accomplish those things pertaining to the sea that are waiting to be accomplished - to assume the leadership in some of the phases of maritime activities of the Nation that are looking for leaders - you will find yourself rowing against the current - a stiff current - rowing harder than you ever did here at the Academy and enjoying the satisfaction that comes from action and accomplishment.

89

Your principal speaker today has been selected by the President to solve the problems of our merchant marine, a task of primary importance to the Nation. Even in the narrowest construction of the duties of a Coast Guard officer, he must be familiar with merchant marine activities. He is at all times partly responsible for the safety of lives and property at sea within a reasonable distance of our coast line, and in time of war when serving with the Navy, he is often responsible for safe conduct of ships and men through war zones. He may command, or serve in a lesser capacity on board, a merchant ship which is used as a transport or Navy supply vessel in time of war.

The field of maritime law enforcement, particularly the enforcement of laws which relate to safety and protection of life and property on the seas, offers almost unlimited possibilities for intelligent action.

In the field of research and improvement in safety methods at sea and along the coast there is opportunity for marked advancement. Little improvement has been made in the method of hoisting and lowering boats in the last hundred years or more. The method of transporting boats along the beach and launching them through the surf can be improved. The dangers of fog have not been materially reduced. There are many other opportunities.

In the field of maritime labor disputes, an opportunity of untold value to the country awaits - even cries - for leadership with a knowledge of the sea - knowledge of maritime conditions - for leaders who are able, impartial, just and understand human relations.

So there is no lack of opportunity for constructive effort - and the accomplishments of the Service are but the accomplishment of its personnel.

The operation of ships and shore stations of the Coast Guard is only a means to an end. It is the return those units give to the Government and to the country that counts, and those returns are to a large extent a direct measurement of your initiative and action. I wish a successful career to all of you.

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Address of Rear Admiral R. R. Waesche, Commandant,
at testimonial dinner to Boatswain (L) Hubert Tuttle
and his winning boat crew, Lawrence Village Golf Club-
house, Far Rockaway, New York, October 2, 1937

31

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT
AT TESTIMONIAL DINNER TO
BOATSWAIN (L) HUBERT TUTTLE AND HIS WINNING BOAT CREW
LAWRENCE VILLAGE GOLF CLUBHOUSE
FAR ROCKAWAY, N. Y.
SATURDAY EVENING, OCTOBER 2, 1937

12

There is no doubt that Boatswain Tuttle and members of his winning Fourth District boat crew know the feeling of pride which the local community and yachtsmen in the Long Island region have for them upon their victory in competition with the best boat crews of the Sixth and Seventh Coast Guard Districts at Chincoteague, Virginia, in July. These sentiments are so well manifested in this gathering this evening, and I assure you of my great pleasure in being here not only to join with you in this testimonial dinner, but to add my personal word of congratulations to Boatswain Tuttle and his crew. To me this affair not only represents a tribute to the winning crew, but it reflects a healthy and enthusiastic interest in the Coast Guard and its welfare. And we of the Coast Guard appreciate it.

I regret it was not my pleasure to be at Chincoteague when the inter-district boat competition was held there, for from the reports which came to me from the officers at Headquarters who were present, the contest was one worth witnessing and left a creditable impression upon the crowd of 5000 or more persons who were there to cheer on their favorite crews. It was a close race over a two-mile course. I understand that the Seventh District crew took the lead at the outset, but before long the Sixth District crew came to the forefront, but in the last quarter of a mile the Fourth District crew,

whom we are honoring here this evening, went into the lead to win by nearly two boat lengths.

The Coast Guard enjoys an enviable reputation throughout the world for the high calibre of boatmanship on its cutters and particularly at its stations; men who have learned from training and experience - experience gained not only in smooth waters, but in those tasks and missions which try man's courage, strength, and skill - rescues in storm and through the surf. Proficiency in boatmanship has been the aim of the Service since its organization. Those of you here from Coast Guard stations have this impressed upon you, I know, as soon as you enter upon your duties as a surfman. The handling of small boats was one of the most important parts of the training in the days of the old CHASE, and cadets at the Academy, and personnel aboard ship and at stations today are indoctrinated with the Service purpose not only to be efficient, but to attain superiority if possible over all others, in the field of boatmanship.

The urge among various crews as to which was the better in rowing small boats over courses of varying lengths goes back to the early days of the Service. It was customary, and I think it still is, for the two cutters on International Ice Patrol each year to hold a boat race at the conclusion of the Ice Patrol to determine which had the best boat crew; up in Bering Sea each year the crews from the vessels of the

Patrol Force have pitted their skill against each other; every August 4th - Coast Guard anniversary day - has witnessed boat competition whenever two or more boat equipped units were assembled at the same place; and quite often when our vessels have been at the same port as foreign men-of-war, boat races have usually been a part of the spirit of good will and friendly rivalry among the crews present. And I say with pardonable Service pride that the reputation of the Coast Guard in such competitions has usually been upheld.

So this dinner this evening concerns a victory by the Fourth District crew in a field very close to the heart of every Coast Guardsman. The Service has only recently succeeded in having the importance of these competitions in boatmanship recognized in the same manner as excellence in other fields, such as gunnery, engineering, and small arms marksmanship; for in the appropriation act for the Coast Guard for the current fiscal year Congress made provision for the award of prizes to those Coast Guard crews who excel in boatmanship. Instructions have been issued to all division commanders, district commanders, and commanding officers setting forth a program of Service-wide competitions to assist in maintaining the boatmanship efficiency of the Coast Guard at the highest possible standard.

93

Boatswain Tuttle and his crew must derive an added satisfaction in the fact that in their victory at Chinco-teague they defeated crews which were worthy of the test of the skill of any boat crew in the country. Also do I know that while we are paying tribute to the winning crew, a word of praise is due to those crews of the Sixth and Seventh District who put up such a valiant and game fight.

These competitions among the various districts and among the crews of the cutters have a stimulating force upon morale; they further sportsmanship and a wholesome Service spirit, and serve to further the efficiency of the Coast Guard in boatmanship. Boatswain Tuttle, I am sure, is aware of this. He knows the value and importance of a good oarsman, and a no more enthusiastic leader or coxswain could direct the training and efforts of his men to victory. A veteran of over 30 years service in the Coast Guard, one who has witnessed the men to whom he has given instruction in Service duties and boat handling rise to ranking grades in the Coast Guard; one who has tasted defeat in previous boat competitions only to come back again to demonstrate, with an unconquerable will, the ability of a Fourth District crew to bring home the laurels of victory; that's Captain Tuttle - an informal title which goes with the esteem and respect which the Long Island people hold for him. The Coast Guard salutes him and each member of his winning crew upon their victory.

Talk of Rear Admiral R.R.Waesche, Commandant, before
the Washington Unit, League of Coast Guard Women,
Washington, D.C., October 11, 1937

TALK OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT
BEFORE THE
WASHINGTON UNIT
LEAGUE OF COAST GUARD WOMEN
WASHINGTON, D.C.
OCTOBER 11, 1937

97

When Mrs. Hunter asked that I come before this meeting to make a few remarks, I fully realized my shortcomings, through such means, to lend any strong impetus to the work of the League. For I think that all of us who are interested in the League - and that should mean every member of the Coast Guard - feel that the appeal of the League for its support lies in its fundamental mission. It would not be amiss at this time, or at any other time when a League group may meet in regular session, to read the text of this mission, which although adopted in 1924, holds as firm and as forceful an appeal as ever. It is, as you know: To minister to the general welfare of the commissioned officers, warrant officers, enlisted men, and civilian employees of the Coast Guard and their immediate families; to knit closely together all men and women whose lives are identified with the Coast Guard by ties of mutual interest and helpfulness; to contribute to the morale, contentment, and happiness of Service personnel; to stand behind the men of the Service, and to be "Always ready" in consonance with the motto of the Service, with whatever form of good fellowship and kindness the situation may demand.

98

With that mission before you good ladies of the League, there can be no doubt as to the broad field of service which you can render to the personnel of the Coast Guard. Congress has provided a fair rate of compensation for the officers and men, although it must be admitted that some of us do have a hard time making ends meet; when an officer or man becomes ill or is injured, the medical and hospital facilities of the Government are provided to him; and official funds are provided for a certain measure of recreation for the men on vessels and at stations. But neither Congress nor the Service can possibly make provision for assistance to an officer or man in those adversities of life which we pray shall not be visited upon any of us, but of which fate exacts a toll. It is the recognized purpose of the League to be helpful always in mitigating distressful conditions that may visit Service personnel and their families; and Service people should understand that no deserving case brought to the attention of the League will go unheeded.

Instances of ministrations covering a wide range of beneficences fill the record of the League. Each one of them has left its imprint of sympathy and goodness upon the man concerned and his family, and a feeling of gratitude for the League's service which can not be expressed in words.

99

The devotion of the League to its mission has been exemplified in so many ways. Several illustrative cases - from which names have been omitted purposely - give evidence of the influence for good rendered by the League, its benefactions, its helpfulness to the welfare of Service men and their families, and which indicate its kindly hand in situations of sorrow and distress. Several years ago when Congress reduced our appropriations, it became the painful duty of the Commandant to issue orders providing for a drastic reduction in personnel - around 1500 men. This meant not only separation from the Service for many, but likewise a reduction in rating and pay for quite a number, many of them with families. A typical case in this group was that along the Long Island coast, where a chief petty officer suffered a reduction in pay. He had a wife and several children. He had been a chief petty officer for some time and was living within a budget based on the relatively small pay of his chief petty officer rating. He unfortunately was one of those whom it was necessary to reduce in rating, with its consequent reduction in pay. He had become accustomed through the several years previously to live in an environment based on his pay - a very modest standard in itself. The rapid shift to a lower pay soon found debts accumulating, and the man and his family thrown in a state of worry. He struggled to

100

adjust himself to the new environment, but not before creditors clamored for payment of overdue bills. In desperation he appealed to the League for help. The case was investigated by the League and only a few persons, to whom it was necessary to acquaint the circumstances, knew of the plight of the man and his family. His selfrespect was being preserved. The League stepped in, and furnished his home with food, fuel, and other essentials necessary for the welfare of the family, and worked hand in hand with him in assisting his family to adjust their budget to his lower salary. In about a year's time this was accomplished. While not enjoying all the things he did formerly, the man, his wife, and family were made happy, their minds were relieved of worry, and this was reflected in his everyday work in the Service. Such cases as this emphasize the direct bearing the work of the League has upon the welfare of the Coast Guard. I understand - and am glad to so state - that the man has since earned advancement to his former rating.

There was another case in which a petty officer was killed while in active service. He was survived by a widow, who was shortly to become a mother, and a family of several small children. He was in the temporary establishment before the Pension Act had become a law, and the family was without any means of support. They had no relatives in

101

this country. The League was a godsend to this worthy group, and after taking care of the widow and her family for about a year, she was finally rewarded by a vocation which afforded her a living. At last accounts this courageous widow had earned a name for herself in her particular line of endeavor. She bears an everlasting gratitude for the assistance given by the League.

Such work as this goes on day by day with no publicity whatever - and that is as it should be. The Service family of enlisted men is not large in Washington, and cases of distress of the above nature are of infrequent occurrence here. But in this capital city there is another phase of the splendid work done by the League. Hallowed Arlington is the resting place of the remains of many members of the Service. To this city come the bereaved members of the families of those who have died in line of duty. Here they have no relatives, and quite frequently no friends. The League, by its action in meeting the widow or the mother of the deceased upon arrival, arranging for quarters and for their comfort while here, and otherwise providing a hand of sympathy in the hour of trial, does a noble service.

The League must know how encouraging and how sustaining their efforts are to the men of the Service. To be backed up by this body giving their thought and interest to

the wellbeing of the men, is a tribute and contribution worth while. And it all awakens a livelier concern in Service performances and makes a better Service.

The League of Coast Guard Women is administered by the good women who make up its membership. Its work is voluntary, and the reward to be gained by its members is that of the supreme satisfaction of having rendered service in a worthy cause and to the Coast Guard. While officially the Coast Guard has no connection with the League, and that is proper, we of the Service are deeply solicitous and grateful of what you are doing and view your work as a sustaining force in the well-being of our Corps. It is but natural then that we in the Service wish for success in all your undertakings, and that you will always find an abundance of support in the Service women and friends of the Service here in Washington and elsewhere.

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Coast Guard paper presented at the annual convention
of the Atlantic Deeper Waterways Association, Bal-
timore, Md., October 15-17, 1937

COAST GUARD PAPER PRESENTED AT THE
ANNUAL CONVENTION OF THE
ATLANTIC DEEPER WATERWAYS ASSOCIATION
BALTIMORE, MARYLAND
OCTOBER 15-17, 1937

104

The United States Coast Guard has always been, and continues to be, interested in the proceedings and undertakings of the Atlantic Deeper Waterways Association. They deal with affairs of the Nation that affect our progress, our development, and our economic life, and the Coast Guard, as a Federal maritime organization, has enjoyed the benefits which flow from the great system of intracoastal waterways along our Atlantic coast which will always serve as a monument and tribute to the farsightedness, industry, and public-spiritedness of those who have directed the work of the Atlantic Deeper Waterways Association for the past thirty years.

Any great cause, in order to achieve results and bring into actual being a betterment in our national economic life and safe and useful avenues of marine transportation and commerce, must have a sponsorship in a group of citizens who are willing and disposed to give unstintingly of their time and their endeavors in the advancement of the program which they feel will serve the public interests. In that category of public-spirited organizations is the Atlantic Deeper Waterways Association. It has been the pleasure of the Coast Guard for more than a quarter of a century to observe with sympathetic interest the accomplishments of this organization in welding together a solid front of public opinion in support of public waterways improvements which have found their inception in the

105

meetings and deliberations of your organization. It is but natural then that, upon the occasion of this 30th Annual Convention, the Coast Guard wishes particularly to extend its congratulations to the Atlantic Deeper Waterways Association upon the contribution it has made towards improvement in our marine commerce system, to the furtherance of seamindedness among our citizens, to waterway projects which have added safety and increased activity in marine travel, and, in brief, towards our national welfare.

The Coast Guard, interested as it is in better waterways and channels, and the safety of life and property upon the sea and navigable waters, shares a mutual interest in the objectives of your Association, which, in part, are designed to promote greater safety among mariners and boat owners. It has always been the pleasure of the Coast Guard to enjoy a reciprocal interest of the delegates attending the meetings of the Association in the operations of the Coast Guard.

It may be of interest to some of you to know that the Coast Guard was established in 1790, shortly after the Continental Navy had been disbanded. It was then the Nation's only armed force afloat, charged with enforcing the Federal law along the coast, protection of our infant merchant marine, and otherwise protecting the interests of the United States upon the sea. The revenue cutters were constantly patrolling the coast in our early history suppressing piracy, smuggling, and other unlawful

activities. These cutters constituted both the strong arm and protective agency of the Federal Government upon the sea, for when vessels needed help - in the old days of merchant vessels, square riggers and schooners, such calls were frequent - it was but natural that they would turn to the revenue cutters for assistance. So there originated from this early field of Service activity the three general functions of the Coast Guard today, that of law enforcement upon the sea and navigable waters, of assistance to marine commerce in time of trouble, and of preparedness for defense of country in time of war. By the Act of January 28, 1916, Congress merged the former Life-Saving Service and the Revenue-Cutter Service into one single organization - the United States Coast Guard - which was made to constitute a part of the military forces of the Nation, operating under the Treasury Department in time of peace and as a part of the Navy in time of war or whenever the President shall so direct. So that today, at almost every harbor or inlet along the coasts of the United States, there is one or more Coast Guard stations, cutters, or patrol boats - marine police and inspection units - ready to enforce the law or to give advice and assistance to mariners.

Throughout the years since 1790 the Coast Guard has established traditions, high standards, and a deep sense of duty that have sustained the will and capacity of the Service to carry out loyally and efficiently its regular duties and

107

those emergent tasks and missions which are continually falling to its lot.

The Coast Guard in its present-day duties is the law enforcement agency of the Government upon the sea and our navigable waters, and Congress only recently, recognizing the need for vesting authority in the Coast Guard to enforce Federal laws of all nature upon our territorial waters, delegated such power to the officers of the Coast Guard, which authority in some cases had in earlier days been only implied. To better understand the function of the Coast Guard, it might be compared to that of the police force of our municipalities and States which, while engaged primarily in law enforcement work, act as the public guardians and as a humanitarian service in time of trouble or disaster. On the seas and in peace, it serves as the eyes and ears and long arm of the Federal Government. In war, it operates as a part of the Navy.

The Coast Guard fleet includes seagoing cutters, offshore and inshore patrol boats, harbor tugs and picket boats. While their regular tasks are those of law enforcement, each and every one of these vessels stands prepared immediately to drop any other task on which she may be engaged, to proceed to the assistance of any vessel in trouble. More than 100 years ago Sir William Hillary, the founder of the Royal National Lifeboat Institution of Great Britain, said, "So long as man shall continue

to navigate the ocean and the tempests shall hold their course over its surface, in every age, and on every coast, disasters by sea, shipwreck and peril to human life must inevitably take place." A century's experience since these words were spoken, despite the march of science, has not altered the truth, the world over, of this prophetic utterance. The large and constantly increasing number of small craft that now ply on our coastal waters naturally increases the number of occasions when prompt and efficient help is needed. Further evidence is in the figures which have been compiled of the assistance work rendered by the Service during the fiscal year ended June 30, 1937, which reveal that, during the past year, the number of persons saved or rescued from peril - a total of 7,631 - was the largest in the entire history of the Coast Guard. Approximately 75 per cent of the assistance work of the Coast Guard to marine commerce embraces the area from Maine to Florida along which stretch of coast is our greatest concentration of stations and vessels. It is pertinent to mention that it has been throughout this region that the Atlantic Deeper Waterways Association has carried on its battle for inland waterways. The yachtsman and boatman now proceeding along that section of the coast is afforded the opportunity of making the greater portion of his cruise by the way of the splendid inland waterways, contributing to safety and shortening the distance of his journey. They are the fruit of the pioneering spirit of the Atlantic Deeper Waterways Association,

in which the agencies of the Federal Government, particularly the Engineering Corps of the Army, have lent their full support.

The section of our coast along New Jersey and New York is today, as it was in Colonial times, the scene of the greatest marine activity. During the fiscal year 1937 units of the Coast Guard on the New Jersey coast alone rendered assistance to vessels in 1095 instances. Of these cases 855 involved motorboats up to 50 tons, 25 were motor ships over 50 tons, 107 were sailing craft, and seven were steamships. In all, there were 1,277 lives saved or persons rescued from peril. Six lives - four members of crews and two passengers - were lost in cases in which the Coast Guard rendered assistance. The value of the vessels involved, and their cargoes, amounted to a total of nearly \$5,000,000.

While cutters and stations are daily contributing to the deeds and accomplishments in the history of the Coast Guard, in recent years Coast Guard aviation has assumed an increasing importance in the conduct of our work of law enforcement and of assistance. The Coast Guard has eight air stations now in commission along the coast and one patrol detachment on the United States-Mexican border. And it is expected that around the first of the year the air station now under construction at Floyd Bennett Field, New York, will be placed in commission. In addition to locating smuggling vessels, cooperating with land enforcement agencies in locating illicit stills, protecting the customs and internal revenue, patrolling the air at large marine events and

assisting in the performance of the regular duties of the Coast Guard, their humanitarian work in taking injured or seriously ill seamen and persons off vessels at sea and rushing them to hospitals ashore has figured prominently in the public limelight.

In referring to the law enforcement work of the Coast Guard, the average person, in associating the Coast Guard with that phase of Federal activity, usually thinks of the work of the Service in preventing smuggling which had assumed such large proportions during the days of national prohibition. It is true that the prevention of smuggling is still a most important phase of the law enforcement activities of the Coast Guard, but the Service, in addition to combatting the smuggling of liquor and narcotics, enforces a broad field of Federal laws applicable to marine activities. The regulations governing the anchorage and movements of vessels in our larger ports are enforced by Coast Guard captains of the port; vessels of the Service patrol the halibut fishing banks in the North Pacific in enforcement of the International Convention for the protection of the halibut fisheries; Coast Guard officers are on duty in the Indian Ocean and in Alaska to see that the provisions of the International Whaling Treaty are complied with; the valuable seal herds which frequent the North Pacific Ocean and Bering Sea are watched over by the Coast Guard to see that no pelagic sealing takes place; thousands of vessels are boarded in the enforcement of the navigation and motorboat laws in the interest of safety at sea;

regulations governing regattas and marine parades are enforced; and Coast Guard vessels report violations of the oil pollution Act and prevent the smuggling of aliens. In fact, the whole range of maritime law enforcement comes within the province of the Coast Guard which the Service strives to carry out efficiently and loyally, fully aware of the high trust placed upon its officers and men.

Many of the duties of the Coast Guard are separate topics in themselves for discussion. There is the International Ice Patrol in the North Atlantic where the Coast Guard stands guard to insure the safety of trans-Atlantic traffic when passing through the iceberg region - vessels proceeding at speeds as fast as you drive your automobile along the road and with human cargoes equal in number to the population of many towns. The efficiency of the Ice Patrol is manifest by mention of the fact that there has been no loss of life by reason of collision with icebergs since the sinking of the TITANIC. In the Ohio-Mississippi Valley Flood of 1937 the Coast Guard dispatched approximately 2000 officers and men and 400 boats to the aid of the stricken communities. At the outbreak of the Spanish civil war, one of the Coast Guard cutters served as a floating embassy for the American Ambassador and his staff and assisted in the evacuation of hundreds of American citizens and refugees. The operations of the Coast Guard are not alone confined to the seacoast of the United States, but to Alaska, Hawaii, Puerto Rico and the Virgin Isles, and to our inland regions and to foreign waters in emergencies.

Wherever vessels and trained personnel can further the public interests, the Coast Guard finds a field for the application of its resources. With the Nation becoming seamed and recognizing the value and importance of an adequate and efficient merchant marine, we are on the threshold of an era which will call for leadership, trained personnel and coordination among the Federal agencies concerned towards reaching the objectives of the merchant marine program. The Coast Guard has been closely associated with the merchant marine since 1790, and the Service by the nature of its duties, its trained and well disciplined personnel, and its aptitude for assuming tasks and discharging them faithfully, stands prepared to lend its full support to our national advancement in maritime affairs. The training of merchant marine personnel under the direction of Coast Guard officers suggests itself as one of the initial steps in this program, and which has been recommended by the Senate Committee on Commerce as a result of a study of means to further the progress and efficiency of the American merchant marine.

The Coast Guard finds an inherent tendency, born of the traditions of the Service and recognized by those who really know the Service, to cooperate with and try to serve all proper interests connected with our marine commerce, or with water transportation or pleasure boating, or in short, with what pertains to any craft that cruises on the coastal waters of the United States.

In that feeling and with an appreciation of the great good flowing from the mission and accomplishments of the Atlantic Deepwaterways Association, the Coast Guard joins with the delegates and representatives attending the Convention in wishing success to its program of improved waterways for better and safer marine travel and transportation.

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Address of Rear Admiral R.R.Waesche, Commandant, before the Faculty Club of Massachusetts Institute of Technology, Cambridge, Massachusetts, November 9, 1937

ADDRESS OF
REAR ADMIRAL R. R. WARSCHE, COMMANDANT
BEFORE THE
FACULTY CLUB OF MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE, MASSACHUSETTS
NOVEMBER 9, 1937

When Professor Russell wrote me some time ago inviting me to speak before the Faculty Club of the Massachusetts Institute of Technology, I felt honored not only upon having the privilege to address you on the United States Coast Guard - one of the subjects upon which I feel I am qualified to speak after more than 30 years service - but I derived pleasure in knowing that his association with the Academy activities of the Coast Guard had resulted in his becoming an enthusiastic admirer of the Service. For otherwise, I think he would not have suggested my appearance here this evening.

Professor Russell, as a member of the Coast Guard Academy Advisory Committee - for which services on his part the entire Coast Guard is greatly indebted - has gained a knowledge of the traditions, standards, and duties of our Corps which it is difficult to impart in any spoken word. Such an understanding - and may I say appreciation - can only come from actual contact with the officers and men over a period of time, and from a sympathetic interest in our day by day activities.

The Massachusetts Institute of Technology is known throughout the world as a seat of advanced instruction and learning in the sciences, in engineering and architecture, and these three letters M I T mean to the educated everywhere all that is foremost in the field of higher education. There is no doubt that the progress of this institution marks a parallel

116

track to the advancement of mankind and civilization in the mechanical sciences and arts.

A number of Coast Guard officers have graduated from the Massachusetts Institute of Technology, and others have attended here for special instruction. Among these is the present Chief Constructor of the Coast Guard - Constructor Humswell - a member of the 1897 class in naval architecture, and the officer who preceded me as Commandant of the Service - Admiral Hamlet - took a special course here in mechanical and electrical engineering. And right here at Boston, the Coast Guard officer - Captain Kotzschmar - in charge of engineering throughout the entire Boston Division received his professional training at M.I.T.

It was only recently that the Coast Guard received authority from Congress to provide post-graduate instruction in certain professions for its officers, similar to that given to officers of the Army and Navy. At present we have one officer here - Lieutenant Tollaksen - taking an advanced course in radio engineering as a part of our program of specialized professional training. Nowadays, as never before, is there a need for higher education in science and in engineering. The days of the sailing ships have passed.

It is merely a truism to say that in these days the ramifications of the government touch the lives and affect the

117

happiness of all American citizens. University men in particular should be expert in their knowledge of the Government and the more interest they display concerning its function, the better for the people and for the Government.

Therefore, I greatly appreciate this opportunity to tell you something about the United States Coast Guard and its work. I would like to win your interest at the outset by telling you that the Coast Guard is one of the oldest organizations under the Federal Government; that it has a most interesting dual personality when its functions in peace and in war are contrasted; that no other nation in the world maintains an organization quite like it; and that its everyday routine work is full of the spirit and romance of the sea.

You can not get a clear conception of any organization unless you know something of its historic background - something of the traditions that animate those who belong to it. Next August 4th the Coast Guard will observe its 148th anniversary. When the War of the American Revolution was won, the Continental Navy was disbanded and there was no armed force afloat for the protection of the young Republic until the creation of the Coast Guard in 1790. The officers of the first cutters were commissioned largely from officers who had served in the old Continental Navy. The Coast Guard cutters alone defended our coasts until the Navy was reorganized a few years later, and as part of its regular duties, which have continued on to the present day,

118

enforced law upon the sea and navigable waters, protected our customs revenue, afforded assistance to our merchant marine and served to advance the interests of the American marine commerce in every appropriate manner in which its facilities could be used.

There are many interesting things about the early history of the Service that I would like to tell you if time permitted. For example, the first commission granted by President Washington to any officer afloat was issued to Captain Hopley Yeaton, of New Hampshire, in the Coast Guard. The years 1798-1799 in which the young Republic was involved in certain difficulties with France, witnessed very important naval operations by vessels of the Coast Guard, which cruised against French privateers in the Caribbean Sea and among the West Indian Islands. The cutter PICKERING made two cruises to the West Indies during this period and captured ten prizes, one of which carried three times her own force. A Coast Guard cutter made the first capture effected during the war of 1812, and vessels of the Service participated in some of the most dramatic engagements of that war. The piracy which prevailed during the first quarter of the 19th century in the Gulf of Mexico and along the coasts of the territory then recently acquired from France and Spain owed its suppression chiefly to the Coast Guard. The famous despatch sent by Secretary of the Treasury - General John A. Dix - which contained the order, "If any man attempts to haul down the American flag, shoot him on the spot," was transmitted on the evening of

119

January 15, 1861, for the purpose of retaining under the control of the Federal Government the Coast Guard cutter ROBERT McCLELLAND, then in the port of New Orleans. The Coast Guard cutter McCULLOCH was with Admiral Dewey at the Battle of Manila Bay, and our vessels were on the Cuban blockade and at the battle of Cardenas.

When the United States entered the World War, the Coast Guard passed at once into the Navy. It played its part with honor and it made its heavy sacrifices. One of the Coast Guard ships, the TAMPA, was sunk by an enemy submarine in European waters and went down with every soul on board - 115 officers and men - this constituting the greatest individual loss sustained by our naval forces afloat during the World War, with one exception, that being the loss of the collier CYCLOPS. There have been few instances, I think, in the entire naval history of the world of ships being sunk with the loss of every person on board.

In the old days the vessels of the Service were known as revenue cutters, and the Service upon its creation was known as the Revenue Marine and later as the Revenue Cutter Service. These cutters constituted both the strong arm and protective agency of the Federal Government upon the sea, for when vessels needed help - and in the old days of merchant vessels, square riggers, and schooners, such calls were frequent - it was but natural that they would turn to the revenue cutters for assistance. So there originated from this early field of Service activity the three general functions of the Coast Guard today,

that of law enforcement upon the sea and navigable waters, of assistance to marine commerce and of the rendering of aid to life and property in peril in national emergencies, and of preparedness for defense of country in time of war.

Many of you have seen Coast Guard stations along the coast - many of which are located along the Massachusetts shore line - and from my reference to the revenue cutters, you are no doubt wondering how they came into the Coast Guard organization. In the early 19th century, when ships depended largely upon sail power, when there was no thought of radio, direction finders and gyro compasses, and only a limited number of aids to navigation, strandings on the coast were of frequent occurrence. Assistance could not alone be rendered by the revenue cutters from the sea, but it was necessary also that rescue operations be conducted from the shore in such emergencies. This gave rise to the need for a national system of life-saving stations along our coast, the first of which was placed in service near New York Harbor in 1848, as an auxiliary to the revenue cutter service. Other such shore stations were established from time to time at different coastal points, and their rapid extension finally led to the establishment of the United States Life-Saving Service in 1878 as an independent organization. The law enforcement duties of the revenue cutters kept them constantly at sea and readily available for rescue missions, and when the casualty occurred along the beach, they joined hand in hand with the Life-Saving stations in rendering aid. In the interest of coordination and

12.

economical administration, Congress by the Act of January 28, 1915, merged the Life-Saving Service and the Revenue-Cutter Service into one single organization - the United States Coast Guard - which, by this same Act, was made to constitute a part of the military forces of the Nation, operating under the Treasury Department in time of war or whenever the President shall so direct. So that today, at almost every harbor or inlet along the coasts of the Atlantic, Gulf, Pacific and Great Lakes, in Alaska, and our insular possessions, there is one or more Coast Guard stations, cutters, or patrol boats - marine police and inspection units - ready to enforce the law or to give advice and assistance of any kind to mariners.

Through the years since 1790 the Coast Guard has established traditions, high standards, and a deep sense of duty that have sustained the will and capacity of the Service to carry out loyally and efficiently its regular duties and those emergency tasks and missions which are continually falling to its lot.

The Coast Guard in its present-day duties is the law enforcement agency of the Government upon the sea and our navigable waters, and Congress only recently, recognizing the need for vesting authority in the Coast Guard to enforce Federal laws of all nature upon our territorial waters, delegated such power to the officers of the Coast Guard, which authority in some cases had in earlier days been only implied. To better

understand the function of the Coast Guard, its operation field might be compared to that of the police force of our municipalities and States which, while engaged primarily in law enforcement work, act as the public guardians and as a humanitarian service in time of trouble and disaster. But that phase of our work which deals with aid to the shipwrecked and to assistance in other disasters attracts the widest attention because of its appeal to the public imagination of valor, heroism, and quite often self-sacrifice.

When the country is at peace, the Coast Guard must continue to wage a war of its own for the protection of ships and sailormen against the ever-present menace of the dangers of the sea - an enemy that never sleeps or signs treaties. You may know that, pursuant to a Presidential order, certain Coast Guard vessels are designated each year to perform special cruising upon the coast in the season of severe weather, usually from December 1 to March 31, to afford such aid to distressed navigators as their circumstances may require. This work is known in the Service as "winter cruising" and is performed at a time when navigation is attended by unusual hazards and shipping approaching our shores stands in need of special protection.

Vessels get into trouble by getting ashore, perhaps on a jagged reef or by being stranded on a treacherous shoal. In order to render assistance to a vessel so situated, the Coast Guard cutter must be maneuvered in close proximity to the reef

or shoal that has brought disaster to the vessel she is assisting. To maneuver in such a difficult situation, to get a line to the vessel in distress, to pull her off, without letting the assisting vessel be herself swept ashore by winds and cross currents, all calls for seamanship of a high order. A vessel may get into trouble at sea by machinery breakdown, disabled rudder, collision, or fire. In such a case, the activities of the cutter are not confined simply to standing by to take off the ship's people, if need be, but always include an effort to tow the disabled craft into port, if she asks such assistance. It is no easy job to take a large ship in tow at sea. It is an operation requiring good seamanship, judgment, and experience.

You can readily understand that this work of the Coast Guard cutters is distinctly an emergency service. With respect to practically all other classes of vessels, when the ship comes into port, the personnel know just about when the ship will go to sea again and can make their personal arrangements accordingly. This is not the case with a Coast Guard cutter. A cutter may come into port from a long and arduous cruise and within a few hours, possibly in the middle of the night, may receive a radio call that sends the little vessel again to sea, before the officers and men have even had a chance to see their families. There exists, and has always existed, a splendid rivalry between the vessels of the Service to be first on the scene when some vessel is in trouble and to excel the other cutters in making a record of cases of assistance rendered to shipping.

Let me refer to one such case which happened last March off the North Atlantic coast, accounts of which you undoubtedly read in the local Boston papers for it was to this port that the shipwrecked crew were brought after the rescue:

The Coast Guard cutter CHELAN, in company with a Coast Guard patrol boat, was engaged in trailing a foreign "rum" vessel to thwart any attempt at landing the contraband into the United States. At 7:30 in the evening an SOS came through the air from the Norwegian steamship BJERKLI which gave her position about 600 miles off the American coast east of Boston. Following the time-honored tradition of the Coast Guard to drop all other work when the call of distress comes, the CHELAN proceeded at full speed to the reported position, about 300 miles from the CHELAN, at the same time taking frequent radio finder bearings on the SOS calls to insure keeping on the most direct course. The wind was blowing a gale and heavy seas were running. The Commanding Officer of the CHELAN realized the value of every minute in such a storm. He sent reassuring messages to the BJERKLI which was found deep in the water, with waves washing over her decks and water flooding her holds and engine room. The pumps could not be used. The Captain of the BJERKLI reported he could not hold out longer, and was making preparations to abandon the ship. Skillfully maneuvering the CHELAN to the windward of the BJERKLI, the Commanding Officer made a lee and threw out storm oil over the water to permit the launching of the BJERKLI's lifeboats. The entire crew of

16 officers and men were safely taken aboard the CHELAN just before the BJERKLI went under the waves. This record of 16 lines is but one incident in the long list of 7,631 persons saved or rescued from positions of peril by the Coast Guard during the fiscal year which just ended on June 30th. This record of 7,631 is the largest in the entire history of the Coast Guard. There is not a day during the entire year that the Coast Guard, through its instrumentalities, does not perform some manner of assistance to vessels or persons in distress.

Cooperating with the cutters and supplementing their law enforcement and rescue and assistance work, a cordon of 225 stations protect our coasts. Each station is equipped with an outfit of 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 lifeboat, 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 surfboats, 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 Coast Guard 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. Let me recite one of these rescues which occurred last May off the coast of Washington:

The lumber-laden steamer TRINIDAD, with a crew of 22 men, stranded off the entrance to Willapa Harbor. Upon learning of the stranding, the Grays Harbor Coast Guard station motor lifeboat and crew proceeded to the scene. Visibility was very low, and it was not until daybreak that the station crew sighted the stranded vessel about a half mile from the north edge of the Spit, with only the bridge and bow out of the water. One mast had gone and loose lumber was strewn about. On the first attempt to cross the bar to reach the TRINIDAD, the lifeboat was nearly up-ended and turned completely around and carried back to its starting point. The second attempt was successful as the officer in charge followed an oil slick caused by discharge of oil from the stranded vessel. As soon as the lifeboat could approach near enough to the steamer, the officer in charge directed the men on the vessel to crawl out on the loose lumber and jump into the lifeboat. This they did, and by 5:30 a.m. the crew were safely aboard the lifeboat. The Captain of the TRINIDAD reported that the second mate had been lost soon after the stranding, apparently in an attempt to reach what he thought was a safer place on the vessel or in an attempt to swim to shore.

One can only realize the courage and stamina of the Coast Guard crew in effecting this rescue by visualizing a 60-mile gale, turbulent seas, wreckage being scattered in all directions, and the attendant excitement of the shipwrecked crew.

While cutters and stations are daily contributing to the deeds and accomplishments in the history of the Coast Guard, in recent years Coast Guard aviation is assuming an increasing importance in the conduct of our work of law enforcement and assistance missions. The Coast Guard has eight air stations now in commission along the coast and one patrol detachment on the United States-Mexican border. In addition to locating smuggling vessels, cooperating with land enforcement agencies in locating illicit stills, protecting the customs and internal revenue, patrolling the air at large marine events, and assisting in the performance of the regular duties of the Coast Guard, their humanitarian work in taking injured or seriously ill seamen and persons off vessels at sea and rushing them to hospitals ashore has figured prominently in the public limelight. One such case for which the pilot concerned was recommended for the Distinguished Flying Cross occurred in June, 1938.

The Coast Guard Air Station at Miami, Florida, received a dispatch asking assistance in rushing a critically ill Army officer ashore from the transport REPUBLIC. As night was approaching and unfavorable conditions of sea and weather prevailing, it was thought advisable that contact with the transport which was off

the Bahaman coast be made early in the morning. The Captain of the REPUBLIC was communicated with, and he advised that unless aid was sent at once, the officer would probably die. The pilot of the Coast Guard plane in this situation decided he would take off regardless of weather conditions, and at 4:30 p.m. he headed his plane over the sea in the direction of the REPUBLIC approximately 270 miles away. At 8:10 p.m. he landed alongside the transport. Darkness and rough seas made the landing a hazardous one. Taking the Army officer and his wife aboard, the plane started upon her return flight at 9 p.m. The pilot was compelled to fly through heavy rains and an electrical storm. Most of the return trip was made under conditions requiring instrument flying (blind flying). The storm could not be avoided due to the limitation of fuel and the necessity for prompt transfer of the Army officer to a hospital. At a little after midnight the plane arrived at the Miami Air Station and the patient was transported to a hospital at Miami where he was successfully operated upon. This is one of many similar cases which are going into the record of Coast Guard aviation.

In referring to the law enforcement work of the Coast Guard, the average person in associating the Coast Guard with that phase of Federal activity usually thinks of the work of the Service in preventing smuggling which had assumed such large proportions during the days of national prohibition.

It is true that the preventing of smuggling is still a most important phase of the law enforcement activities of the Coast Guard, but the Service in addition to combatting the smuggling of liquor and narcotics, looks to the observance by the public of a broad field of Federal laws applicable to marine activities. The regulations governing the anchorage and movements of vessels in our larger ports are enforced by Coast Guard captains of the port; vessels of the Service patrol the halibut fishing grounds in the North Pacific in enforcement of the International Convention for the protection of the halibut fisheries; Coast Guard officers are on duty in the Indian Ocean and in Alaska to see that the provisions of the International Whaling Treaty are fully complied with; the valuable seal herds which frequent the North Pacific Ocean and Bering Sea are watched over by the Coast Guard to see that no pelagic sealing takes place; thousands of vessels are boarded in the enforcement of the navigation and maritime laws in the interest of safety at sea; regulations governing regattas and marine parades are enforced; and Coast Guard vessels report violations of the Oil Pollution Act and prevent the smuggling of aliens. In fact, practically the whole range of maritime law enforcement comes within the province of the Coast Guard which the Service strives to carry out efficiently and loyally, fully aware of the high trust placed upon its officers and men. An idea of the extent of the obligations assumed by the Service in one aspect of this work may be gained when I mention that in giving attention to the

suppression of smuggling of narcotics alone several thousand vessels, domestic and foreign, are annually trailed into and out of ports of the United States, or kept under constant surveillance while anchored and awaiting discharge of cargoes.

One of the oldest methods resorted to in smuggling narcotics is that of dumping the contraband into the water over the side of the vessel or through port holes, to be later picked up by confederates in boats. But the smugglers resort to the most ingenious devices. In one case the narcotics were placed in airtight cans and thrown overboard in a sack weighted down with salt. When the salt was dissolved, the air buoyancy of the cans brought the sack to the surface.

"Rum Row", as that long chain of foreign vessels anchored off New York Harbor was known in the days of prohibition, no longer exists, but it is only through the ever alert and constant patrol maintained by the Coast Guard along our coast that the volume of smuggling in bulk is kept down to the minimum. There are still foreign vessels engaged in attempts to land contraband on our shores, but the more extensive legal barriers and the cooperation now received from foreign governments have had their effect.

Just a little over a year ago one of the most notorious foreign "rum runners" - the PROMTO - ended her career when she was forfeited to the United States and her master and crew convicted of conspiracy to violate the laws of the United States.

131

The PRONTO was built especially for the smuggling business, being a low hull vessel, 65 feet in length, which made it difficult for patrol vessels to sight her at a distance. The Coast Guard brought the PRONTO first under surveillance in 1930 when her daring attempts to land contraband along the New England coast put her on the list of suspected vessels, with orders to make special efforts to apprehend her. She had strong financial backing and all the immunities which international law gave to vessels outside our territorial waters were taken advantage of by this smuggler. Time after time she was sighted outside law enforcement limits, and all that the Coast Guard could do was to trail her and prevent American boats making contact with her. She resorted to all the tricks and practices of the sea to escape trailing, dousing all running lights, and because of her small size and ease with which she could turn about, she frequently eluded the trailing vessel at night by coming about suddenly, darkening all lights, running at full speed in the opposite direction, and escaping from sight astern of the cutter before the trailing vessel could complete its larger turn circle and take up the chase.

On February 2, 1932, the PRONTO was sighted off the Massachusetts coast within our territorial waters by the Coast Guard patrol boat JACKSON. It was necessary to fire a solid shot across her bow to stop her for boarding. She was seized with a cargo of unmanifested liquor, but her legal representatives, finding a loophole in the revenue laws, managed to secure her release.

122

She went back to the illicit trade, and in October, 1935, when being trailed by the patrol boat ARGO off the Massachusetts coast, she again resorted to dangerous tactics, unsanctioned by the laws and practices of the sea, to escape from being trailed. She collided with the ARGO, and her crew was rescued by the patrol boat. The PRONTO, practically submerged, was towed to New London, Connecticut. She was repaired, and again returned to her old occupation. But she found it more difficult than ever to land her contraband. With the purpose of throwing the Coast Guard off guard - but fortunately such was not the case - she transferred her field of operations to an entirely different section of the coast - to the South Atlantic region. The Coast Guard Intelligence Service, together with the other law enforcement agencies of the Treasury Department, were alive to her prospective movements. The Coast Guard cutter YAMACRAW, with lights darkened and with extra lookouts posted, took up a position near her expected rendezvous. She was sighted running without lights. When the YAMACRAW's searchlights were thrown on the PRONTO, she attempted to escape, and was only halted when the YAMACRAW's warning shots served notice that a solid shot would follow. The PRONTO had aboard a cargo of alcohol, and as she was seized in United States territorial waters and with a long chain of evidence against her, the verdict of the Federal Court put an end to the career of one of the most notorious "rum" vessels.

In the law enforcement work of the Coast Guard one of the important means utilized in ascertaining information concerning the prospective and current activities of smugglers of contraband and narcotics is that of interception of their messages, usually sent in ingenious codes either in writing or by radio. These messages of course become valuable links in the chain of evidence used in obtaining convictions. The Coast Guard has a special force of cryptanalysts engaged upon the duty of decoding such messages, and their ability and skill in reducing coded messages to plain language seems almost uncanny to the layman. Confidence of Coast Guard officers in the capability of the Service cryptanalysts to decode messages, although not in possession of the key, is forcibly illustrated in a recent case.

The Coast Guard this summer (1937) sent two officers to act as inspectors in enforcement of the Whaling Act aboard the American whaling steamers operating in the Indian Ocean. In the performance of their duties, it was necessary for them to send a confidential report to Headquarters by radio. They did not have with them the Service code book customarily used for transmitting messages of this nature, and they were too far distant to have copies of the code book mailed. On August 14th a cipher message was received at Coast Guard Headquarters from the inspecting officer aboard the whaling steamer FRANGO. This message proved to be in a secret system different from any official Coast Guard system, and the officer in charge of the communication

134

center at Coast Guard Headquarters was at a loss to decipher its contents. The message was therefore sent to the Cryptanalyst Section to see whether the experts there could possibly determine its contents. In an hour's time these experts broke down the code and furnished to Headquarters the plain language text of the message. A similar procedure was resorted to by the Coast Guard inspecting officer aboard the whaling steamer ULYSSES operating also in the Indian Ocean.

The remarkable ingenuity and resourcefulness displayed by these young officers in conceiving a method whereby they could manage to convey information which it was felt should not be conveyed in plain text through the regular channels of communication was in this instance matched by the ingenuity and resourcefulness of the personnel of the Coast Guard Intelligence Division who were able to analyze the method employed and reduce the messages to plain language with almost the same speed that messages in known methods are read.

These two inspecting officers were faced with the necessity of sending messages in code; they were without any code book, but they had confidence that if they prepared their own code, the cryptanalysts at Washington Headquarters would be able to break them down.

Time does not permit me to go into any discussion of the various duties of the Service, many of which are topics in themselves. There is the International Ice Patrol in the North

135

Atlantic where the Coast Guard stands guard to insure the safety of trans-Atlantic traffic when passing through the iceberg region - vessels proceeding at speeds as fast as you drive your automobile along the country roads and with human cargoes equal in size to the population of small towns. The efficiency of the Ice Patrol is manifested by mention of the fact that there has been no loss of life by reason of collision with icebergs since the sinking of the TITANIC. As a side light on public interest in this international ice patrol service, the Coast Guard has received suggestions from well-meaning, but uninformed persons, for methods which they think would put an end to the iceberg peril. One such suggestion was that of placing lighted buoys on the bergs. But the person making this suggestion undoubtedly did not realize that an average of 420 icebergs annually come down into the Ice Patrol region; that to place a lighted buoy on each one, even if it were possible, would require a fleet of vessels not to mention the physical impossibility of getting aboard the bergs, except under the most favorable conditions, and then with hazard to the boarding party; and the person failed to mention how the buoys were to be secured to the bergs. Another suggestion was the destruction of the icebergs by gunfire. The Coast Guard has experimented with this method, and it ventures to state that the United States fleet firing continually night and day for several months would give up the task as impracticable of accomplishment.

The operations of the Coast Guard are not confined to the seacoast. In the Ohio-Mississippi Valley flood of 1937 the Service dispatched approximately 2000 officers and men and 400 boats to the aid of the stricken communities. At the outbreak of the Spanish Civil War, one of the Coast Guard cutters served as a floating embassy for the American Ambassador and his staff and assisted in the evacuation of hundreds of American citizens and refugees.

And in time of war or other national emergency, the Coast Guard may be expected to be found in the thick of the conflict. In the Cuban difficulties several years ago Coast Guard vessels served with the naval forces, and recently they served our national interests in connection with the Spanish situation. In these days of international uneasiness the Service stands as one of the bulwarks in our national defense system with its disciplined and military trained personnel, its vessels and aircraft, and its cordon of stations along the coast connected by an efficient system of telephone communication.

As a part of the program of preparedness of the Coast Guard for national defense, in collaboration with the other military and naval services, and as a measure of training and experience in the problems and duties assimilating war-time conditions and emergencies, this Service participates in the joint exercises of the Army and Navy dealing with coastal defenses.

137

During the period November 2 to 7, 1936, a Coast Guard force consisting of two cutters, three patrol boats, three planes, one radio station and six Coast Guard stations, constituting a part of the regular Coast Guard organization along the Washington and Oregon coast, were welded into the defense organization of the Army and Navy in joint exercises off the Washington coast. The problem involved here was that of affording protection to the Washington coast by the joint Army and Navy forces against an enemy raiding squadron. Coast Guard units were assigned an important role in the carrying out of the mission of the defense force, and at the conclusion of the exercises the Commander of the Joint Operating Force had this complimentary comment to make upon the participation of the Coast Guard: "Without the fine help of your organization the exercises would not have been a success." And so in the Minor Joint Army and Navy Exercises held off the Virginia Capes last April, the Coast Guard forces became an integral part of the plan of operation, bringing into bold relief the value of the Coast Guard in military preparedness for coastal defense, aside from the utilization of its resources of personnel and matériel in other fields of military and naval operations.

While the Service has a wide range of duties, emphasizing the extent of public service rendered by a comparatively small force of 10,000 officers and men, one of the most important factors in the efficient conduct of these duties is the personnel

element. You may have the best of equipment, but failing a well trained and loyal force, imbued with a high sense of duty and thoroughly indoctrinated with Service ideals and traditions, you can not expect results.

The commissioned officers of the Coast Guard, who see to the proper administration of the duties and functions with which we are charged by law and national customs and practice, receive their professional education and training at the Coast Guard Academy, New London, Connecticut, entering there as cadets. Appointment is through competitive examinations held through the country once a year - in June. As in the case of the military and naval academies, the procedure for qualification to enter the Coast Guard Academy conforms to that set up by the College Entrance Examination Board, and the same standard of evaluation of scholastic units formulated by the National Conference Committee on Standards of Colleges and Secondary Schools is used. The course of instruction is four years, being basically scientific and engineering in character. However, an endeavor is made to train cadets along the lines that will best serve the needs of the Coast Guard in its particular field of enforcement of the Federal maritime laws, of saving life and property, and in the military arts. In its courses, it stresses the handling and navigation of vessels under difficult conditions, and the need of a particular knowledge of all phases of maritime law necessary to the

139

efficient operations of the Service. These special features are taught against the background of a liberal general engineering education.

In our purpose to afford the cadet a substantial professional foundation for his future career as a commissioned officer in the Coast Guard, the field of subjects covered is so extensive that we have experienced great difficulty in arranging a completely satisfactory curriculum at the Academy. It is a problem with which both the Academy staff and the Coast Guard Academy Advisory Committee has struggled for some time and to which they are still giving their deep and careful study. The Coast Guard is engaged in such a wide field of governmental activity it is essential that our officers have a very broad professional knowledge.

Because of our law enforcement work and the advantage of our officers having a basic knowledge in law, particularly maritime law, we would like to have a course in law introduced in the curriculum. At present we are having some of our officers take post-graduate courses at outstanding schools of law, and the benefit of such professional instruction is reflected in a better administration of our duties having to do with the enforcement of the Federal maritime laws.

Another subject which has appeared desirable both for the Service and for the officers is that of a course in leadership dealing with human relations and with the ability to handle

140

men. It is a factor which enters largely into the efficiency of any organization, and particularly one where individuals are placed in command of large groups of subordinates and vested with important administrative control. I feel you will recognize the great responsibility which the Coast Guard is placing upon its Academy Advisory Committee to work out a solution for these and other problems dealing with instruction at the Academy.

The Coast Guard Academy is probably unique in view of the fact that beginning with 1937 the graduation exercises were held in September, having previously been held in June of each year. This is a situation brought on by the need for completing during the four years the courses prescribed by regulation upon the recommendation of the Advisory Committee. The post academic term - the last one for the first class prior to graduation - involves training and instruction at sea aboard ship, as this better prepares the graduating class for immediate assumption of their new duties as commissioned officers. This necessitates their making the cadet practice cruise - usually from June to August - when they specialize in Service regulations, communications, ship's paper work and routine by actual and practical experience, and they also receive additional experience in boat work, navigation, and engineering duties.

A great stride forward in the education system at the Coast Guard Academy has recently been provided for by Act of Congress approved April 16, 1937, which among its provisions

141

has provided for a maximum of five professors as heads of the departments of instruction and of three civilian instructors. The remainder of the staff at the Academy will consist of the regularly commissioned officers especially qualified to give theoretical and practical instruction in the various subjects embraced in the curriculum. This Act also provided for the appointment of an Advisory Committee of the Coast Guard Academy to consist of five distinguished educators. Professor Russell is now serving as a member of that Advisory Committee. I have sat with this Committee at its round-table discussions, and knowing full well the great assistance they have been in giving valuable counsel upon the most advanced and helpful methods of instruction for our future officers, I wish at this time to convey to the Massachusetts Institute of Technology the renewed deep appreciation of the Coast Guard in permitting Professor Russell to serve on this Committee. He brings into the deliberations of the Committee not only the wisdom with which he is personally richly endowed, but the counsel of one who, by reason of his affiliation with the Massachusetts Institute of Technology, assures to the Coast Guard Academy the added advantage of advice from a representative of the Nation's outstanding school of learning in technology.

The cadets at New London are quartered and instructed in one of the finest groups of educational buildings in the

142

country, the present buildings having been built only about five years ago at a cost of nearly three million dollars. This was a recognition by the Congress of the United States of the high calling of this institution, and it is of interest to mention, I believe, that during the past session of Congress provision was made for the appointment of a Board of Visitors consisting of two Senators and three members of the House of Representatives having cognizance of legislation pertaining to the Coast Guard Academy.

The Coast Guard strives to develop officers who will not only be a contribution to the advancement of the Corps in carrying forward faithfully and efficiently the duties of the Coast Guard, but also to the welfare of the Nation. There is a particular need for such officers right now. The Nation has become sea conscious. We are on the threshold of a program of maritime development which will call for leadership, trained personnel, and coordinated effort among the Federal agencies concerned towards meeting the objectives sought in this great national program of an adequate and efficient merchant marine.

I was much interested in learning of the course provided by your institution leading to the Degree of Bachelor of Science in Marine Transportation and also in noting the excellent scope of subjects which enter into the course. It indicates to me that MIT recognizes the

143

importance of higher education in the marine field to meet the crying need now prevalent for professionally trained in the advancement of our merchant marine. The course struck me with such appeal that I hope it may be possible for one or more Coast Guard officers - as a part of their post-graduate work - to take some of the studies prescribed in the course which would be most helpful in our duties relating to shipping and marine activities.

As you undoubtedly know, there are many agencies of the Government dealing with the development, maintenance, regulation, and furtherance of our merchant marine. The Coast Guard from the time of its origin in 1790 has been closely identified with the welfare of our national maritime affairs, and is peculiarly fitted, both by custom and practical experience, to assume a primary role in helping to solve the problems which lie ahead of us. While the Coast Guard is a part of the military forces of the Nation, its peace-time duties are of a civil nature and its activities closely bound up with the marine interests with which they work hand in hand for the public good. Consequently, the public, operators of shipping, and labor do not view the Service in the same light as they would a service concerned principally with military and naval affairs, such as is the Navy. This close relationship enjoyed by the Coast Guard with the merchant marine would appear to bring our Service

in an excellent position to carry on training for the merchant marine seaman and fireman - affording practical instruction and indoctrinating a high sense of discipline in our merchant marine personnel without bringing on the cry of militarism. The Coast Guard in its governmental functions rubs elbows with the Navy on one side, and on the other side with the merchant marine. It is in a position to be the tie that binds the two together. In time of peace the Coast Guard and the merchant marine must thoroughly understand each other, and both become a part of the Navy in time of war.

In speaking to you this evening, I have sort of rambled over the history and duties of the Coast Guard which I feel can afford you only a slight and most general idea of the Service. But I wish to leave this thought with you, and that is, since 1790 the Coast Guard has carried forward with honor and credit its mission of upholding law, assisting marine commerce and rescuing the distressed, and serving in defense of the Nation - over 147 years of service. It is the unswerving purpose of us who today are entrusted with the administration of the duties of this historic corps to carry forward its work in a manner that will continue to merit the esteem of the Nation.

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Address of Rear Admiral R.R. Waesche,
Commandant, by radio, International Air
Show, Chicago, Illinois. 1 February 1938

(Address prepared, but developments pre-
vented its deliverance)

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The activities of the Coast Guard since its establishment in 1790 have been associated largely with revenue cutters and Coast Guard cutters, with rescues at sea and along our coast by vessels and shore stations, and its history and traditions have been built around men, vessels, and stations. We are now entering a new era - so vividly portrayed by the exhibits at the International Air Show - the general application of aircraft to the needs of modern civilization, and the Coast Guard is rapidly applying aviation as an important auxiliary in the performance of its duties of law enforcement, the protection and saving of life and property, and in national defense. Already deeds of heroism of Coast Guard aviators; accounts of important missions for the well-being and welfare of the American public carried out by Coast Guard aircraft; and the contribution of Coast Guard aviation to the progress of our national life are building a firm foundation on which, in later years, will rest a record of service to the Nation and to humanity by Coast Guard aircraft.

The pioneering spirit of the Coast Guard in aviation and the unfaltering purpose of the Service to progress in such field of science and endeavor were reflected in the efforts of our first group of aviators back in 1919 who struggled with improvised and borrowed equipment in experiments with the adaption of aircraft

to Coast Guard duties. It may be incidentally mentioned that one of the pilots of the first trans-Atlantic aircraft flight - that of the NC-4 - was a Coast Guard aviator, - the late Lieut. Commander Stone.

Although the Coast Guard had authority under the Act of Congress in 1916 to establish ten air stations along our coasts for the purpose of saving life and property and to assist in the National Defense - the Coast Guard constituting a part of the military forces of the Nation - it was not until 1926 that funds were made available to carry forward this program, the first two stations being established at Gloucester, Mass., and at Cape May, N. J. To-day we have eight air stations on the Atlantic, Gulf, and Pacific Coasts, and an air patrol detachment on the United States-Mexican Border, with a force of 57 aviators and pilots and 41 planes, ranging in size from small land planes to twin-engined flying boats having a flight radius of 2000 miles and a speed of 180 miles per hour.

Coast Guard aviators, who are graduates of the Coast Guard Academy at New London, Conn., receive their training at the Naval Air Station, Pensacola, Florida, after having served at least three years at sea. They must be experienced sea and land aviators, capable of making cross-country flights and proceeding far to sea under unfavorable weather conditions. The arduous training which they receive in carrying on the peacetime operations of the Coast Guard assures to the Nation

aviators especially eualified to take up the missions incident to national defense in time of war.

The work of Coast Guard aviation covers a broad field. The Service furnishes all the aviation needs of the Treasury Department in its law enforcement activities; our aircraft cooperate with other Government agencies in missions where the services of aircraft are essential; patrols along the coast are carried out after storms to assure the prompt despatch of aid to any in distress; hurricane warnings are furnished to vessels at sea without radio; and one of the inspiring services is that of removing injured and seriously ill seamen from ships at sea to hospitals ashore. During the past year there were 185 cases of this type. Aircraft have proven their great value in cooperating with Coast Guard surface vessels in locating survivors from shipwreck; in locating derelicts and menaces to navigation; in sighting smuggling craft off our coast; and otherwise contributing to the efficient conduct of the duties with which the Coast Guard is charged. The most recent advancement of Coast Guard aviation is the operation of planes from the latest type of cutters.

Just as the Coast Guard caught the spirit of aviation in the cooperation of its personnel with the Wright Brothers in their pioneering experiments near Kitty Hawk, North Carolina, so to-day finds an air-minded Coast Guard

149

striving to utilize to the greatest possible extent,
in the conduct of our work of law enforcement, assist-
ance and national defense, the fruits of the Wright
Brothers' wisdom and efforts.

Address of Rear Admiral R. R. Waesche, Commandant,
before the Society of Naval Architects and Engi-
neers, Washington, D.C., 7 April 1938

COMMANDANT'S OFFICE
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150

ADDRESS OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT,
BEFORE THE
SOCIETY OF NAVAL ARCHITECTS AND ENGINEERS,
WASHINGTON, D. C.
APRIL 7, 1938.

Mr. Toastmaster, Distinguished Guests and Gentlemen:

I, indeed, feel highly honored that I should be asked to speak before this gathering, and will try to tell you a little something about the Coast Guard. I believe it particularly applicable at this time to speak of its relationship to the merchant marine and the Navy.

At this time I also want to impress upon you gentlemen that I am a member of this Society. Just why Roger Paine sent me a membership blank with a flattering letter inviting me to join I have not yet determined. It may be that he has seen me at so many of these annual banquets that he decided I might as well be a member, or it may be that he has seen me at so many social gatherings with Admiral Bowen, Captain Johnson, and other members of this Society that he decided there must be some connection between me and the engineering game. At any rate I now have the honor of belonging to your gang, and I hope none of you will reverse the sentiment expressed by the captain of a Revenue Cutter with whom I served some thirty years ago. The engineer officer of this particular cutter sauntered up on the bridge while the vessel was at sea. The weather was bad and getting worse. The officer said to the skipper, "It looks like we're going to have a blow." The captain glared at him and replied, "What do you know about the weather? All you have to do on this ship is stay down in the engine room and keep that little wheel on the stern going round and round like that."

The close association of the Coast Guard with the Navy and merchant marine is as old as the Service itself. The first six little cutters authorized in 1790 were built as a protection to our infant merchant marine and to police the seas and were manned by officers and men of the disbanded Continental Navy. During the quasi-war with France in 1798-99 and later in the War of 1812 the Cutter Service logically became a part of the Navy and when peace was declared the Service returned to its primary duty of policing the seas and protecting our merchant marine. It was but natural that the safety and protection of life and property at sea became a corollary of the police duties, just as the safety and protection of the people of Washington in time of disaster is a natural function of the police force of this city. Only a force organized and built along military lines could properly perform this duty, and so early in the history of the Nation the three-fold duty of the Service was established which has continued uninterruptedly down to the present day, namely, enforcement of law and the saving and protection of life and property on the sea, and a separate and distinct branch of our military forces. To many people who read superficially of the duties of the Coast Guard they appear as a hodge-podge, and yet all of them fall well within the categories named. The International Ice Patrol, assistance to vessels at sea and along our coasts, hurricane warnings by aircraft - all are safety or

protection duties. The patrol of Alaskan waters to protect the seals and sea otters, the halibut and salmon fisheries, the bird reservations, the dispensing of justice in minor offenses, the boarding of vessels to enforce the navigation laws, the prevention of narcotic, liquor, and other smuggling, and many other duties fall under law enforcement activities, and both groups of duties are those of a police force. And a police force on the high seas and in our navigable waters must be a military force.

Such a force must of necessity - and it does - occupy a place in our governmental structure, in our economic life, somewhere between the merchant marine and the Navy. We believe we are closer to the merchant marine than is the Navy, and closer to the Navy than is the merchant marine.

In the enforcement of law our officers and men are indoctrinated with the method that prevention is better than cure, and therefore that only where the intent to do wrong is apparent, as in smuggling, should a spirit of fault-finding or harsh measures be taken. In other cases a spirit of helpfulness shall be shown. In saving and protecting life and property at sea, it is not infrequent that our men lose their lives and hardly a day passes without some officer or man risking his life in this work. There is nothing that should create a closer bond of sympathy and understanding between the merchant sailorman and the Coast Guardsman than this.

On the other hand, while vessels are on patrol or in a stand-by status, military drills and exercises are conducted in accordance with naval standards, and I know of no compliment that the Coast Guard appreciates more or that it strives harder to attain than a "Well done" from the Navy.

The proper training and indoctrination of the personnel of the merchant marine has a direct and most important bearing on all the duties of the Coast Guard. Safety at sea is far more dependent upon efficient personnel than upon efficient materiel. The more efficient the personnel of the merchant marine, the fewer Coast Guard lives will be lost in rendering assistance and the less frequently will Coast Guardsmen be called upon to risk their lives. The better the merchant sailorman knows and understands the laws pertaining to the merchant marine, the less often will such laws be violated.

While Coast Guard officers performed a variety of duties with the Navy during the late war on patrol vessels, cruisers, and other combatant vessels, they performed two types of duty that have a direct bearing on the use of merchant ships and men in time of war, namely, duty on transports, and the training of men. The training stations at Pelham Bay, Cape May, and San Diego were commanded and officered by Coast Guard officers. At the close of the war I was executive officer of the transport ANTICONE. The captain was a Coast Guard officer as was the chief engineer and

the navigating officer. The four senior officers were Coast Guard officers. In the next war a number of Coast Guard officers will no doubt again be assigned to training duty and be assigned to vessels that now comprise our merchant marine, and the crews of those vessels will probably be the same men that man them in peace time.

Since the Coast Guard is held strictly accountable to save lives and property at sea when a disaster occurs, which disaster is frequently due to errors of personnel; since it must enforce the law and frequently report for violation of law persons who are ignorant of the law, why should not the same service train and indoctrinate these sailormen thereby reducing the number of disasters at sea and the number of violations of law due to ignorance with consequent increased efficiency and safety of our merchant fleet. Since Coast Guard officers will undoubtedly serve again on Navy transports - converted merchant ships - and since they will probably again be called upon to assist in the training of the thousands of additional men needed in time of war, why should they not now be familiarizing themselves with this duty and have merchant ships and their crews prepared in time of peace for Navy duty the same as is the Coast Guard. And the military instruction given these men while training them for peace time merchant ship duty can be just as extensive as national policy demands and as national sentiment will permit.

History will show, I dare say, that every organization under the Government passes through cycles of prosperity and recession. The Navy particularly, it seems, oscillates between a feast and a famine. The Bureau of the Budget or the Appropriations Committee will frequently ask of a bureau or department head, "Where can we cut your estimates so that it will hurt the least?" It is but natural that any agency of the government will give primary consideration to its most important functions. The training and indoctrination of merchant marine personnel so as to reduce disasters and violations of law on the seas is almost if not quite as important as the Coast Guard's function of taking action after a disaster or a violation of law has occurred and therefore any reduction in Coast Guard appropriations would not cause the training of a merchant seaman to be sacrificed.

One of the important law-enforcement duties of the Coast Guard is the prevention of smuggling. At the present time an intensive drive is being made to prevent the smuggling of narcotics. Foreign vessels suspected of smuggling and bound up the Chesapeake Bay are boarded by the Coast Guard at the Capes, the boarding party remaining on board until the ship reaches Baltimore to see that no contact is made with a small boat en route and packages containing narcotics transferred. In Los Angeles Harbor, San Francisco Harbor, Puget Sound, New York

and elsewhere the Coast Guard trails vessels suspected of smuggling narcotics. The records show that about half the seizures of narcotics made from members of crews and in crew's quarters have been from American vessels. Here again the normal duties of the Coast Guard are allied with the supervision, indoctrination and education of merchant marine personnel.

The Coast Guard and the merchant marine become a part of the Navy in time of war and are closely allied in time of peace. The Coast Guard occupies an extremely advantageous position to be the medium of better understanding between the Navy and the merchant marine - to be the agency to mold our merchant marine into an efficient organization and to restore the confidence of the traveling public in our merchant ships.

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COMMANDANT'S OFFICE
FILE COPY

Address of Rear Admiral R. R. Waesche, Commandant,
at the Graduation Exercises, Coast Guard Academy,
New London, Connecticut, 2 June 1938

158

YOU YOUNG MEN ARE NOW ABOUT TO LEAVE THE ACADEMY AND ENTER UPON YOUR CAREERS AS COMMISSIONED OFFICERS OF THE COAST GUARD. YOU HAVE, BY COMPLETING THE DIFFICULT COURSE OF INSTRUCTION HERE, GIVEN EVIDENCE OF YOUR ABILITY TO COPE SUCCESSFULLY WITH THE TECHNICAL PROBLEMS THAT WILL CONFRONT YOU IN THE SERVICE - PROBLEMS IN ENGINEERING, NAVIGATION, MARITIME LAW, RADIO, GUNNERY, AND SO FORTH.

THE INDETERMINATE FACTOR AT THIS STATE OF YOUR CAREER IS YOUR ABILITY TO COPE SUCCESSFULLY WITH THE PROBLEMS OF HUMAN RELATIONS. THESE PROBLEMS ARE THE MOST IMPORTANT WITH WHICH YOU WILL HAVE TO DEAL THROUGHOUT YOUR SERVICE CAREER, AND THE MASTERY OF THEM WILL ASSURE YOU A SUCCESSFUL FUTURE. YOUR FAILURE TO EXERCISE THIS IMPORTANT ATTRIBUTE OF AN OFFICER MAY SHORTEN YOUR USEFULNESS TO THE SERVICE. IT IS UNFORTUNATE THAT THIS VITAL FACTOR CAN NOT BE TAUGHT AND MEASURED IN THE CLASSROOM LIKE ACADEMIC

157

AND TECHNICAL SUBJECTS CAN, AND YET IT IS A TRAIT THAT CAN BE TAUGHT AND DEVELOPED TO SOME EXTENT, NO MATTER HOW POOR THE MATERIAL IS WITH WHICH TO WORK. HOWEVER, IT IS PROBABLY THE ONE SUBJECT WHERE SELF-TEACHING AND SELF-APPRAISEMENT ARE MORE APPLICABLE THAN ARE THE REGULAR SUBJECTS TAUGHT HERE AT THE ACADEMY. YOU PROBABLY THINK THAT I AM TALKING ABOUT LEADERSHIP. BUT THAT IS ONLY ONE PHASE OF THE BROAD FIELD OF HUMAN RELATIONS THAT I HAVE IN MIND. I AM REFERRING TO AN UNDERSTANDING OF THE PRINCIPLES OF HUMAN BEHAVIOR AND THE PROPER APPLICATION OF THOSE PRINCIPLES IN YOUR DEALINGS WITH YOUR INFERIORS, YOUR EQUALS, AND YOUR SUPERIORS, BOTH WITHIN AND WITHOUT THE SERVICE. THE FIRST REQUISITE IS AN UNDERSTANDING OF YOURSELF AND A FULL MEASURE OF SELF-CONTROL.

IT WILL BE SAID THAT SUCH A TRAIT AS I HAVE DESCRIBED IS BORN IN ONE, AND CAN NOT BE DEVELOPED.

160

I ADMIT THAT A LARGE SHARE OF IT MUST BE BORN IN YOU, OR
INSTILLED IN YOU AT A VERY EARLY AGE. HOWEVER, NO MATTER
HOW LITTLE OR HOW GREAT YOU POSSESS THIS TRAIT IT CAN BE
IMPROVED UPON BY TEACHING AND BY STUDY. TWO PEOPLE MAY
BE BORN WITH A GENIUS FOR MUSIC; THE ONE STUDIES AND WORKS
TO DEVELOP THE GENIUS, THE OTHER GIVES IT NO FURTHER
THOUGHT. THERE IS NO QUESTION AS TO WHO WILL ULTIMATELY
BE THE SUPERIOR MUSICIAN. TWO PEOPLE ARE BORN WITH NO
MUSIC IN THEIR SOULS. THE ONE, AFTER HARD WORK AND
LABORIOUS STUDY, CAN LEARN TO PLAY THE PIANO, - AT LEAST
MECHANICALLY; THE OTHER, WITH NO THOUGHT OR STUDY, WILL
NOT BE ABLE TO WHISTLE A TUNE.

WHILE THINKING OVER HOW I MIGHT BEST TELL YOU
JUST WHAT I HAVE IN MIND, I HAD THE GOOD FORTUNE TO HAVE
BROUGHT TO MY ATTENTION THE INSTRUCTIONS AND ORDERS WHICH
ALEXANDER HAMILTON AS SECRETARY OF THE TREASURY TRANSMITTED

TO CAPTAIN SIMON GROSS OF THE FIRST REVENUE CUTTER
BALTIMORE. IT SEEMS TO ME THAT CERTAIN PARTS OF THESE
FIRST ORDERS TO A COMMANDING OFFICER OF A REVENUE CUTTER
MIGHT WELL BE A PART OF ALL OF YOUR ORDERS AND I PASS
THEM ON TO YOU WITH THE HOPE THAT YOU WILL FIND SOME OF
THE PRINCIPLES OF HUMAN RELATIONS SO ABLY EXPRESSED IN
THIS LETTER HELPFUL IN GETTING OFF ON THE RIGHT FOOT.
THESE ORDERS ARE DATED JUNE 4, 1791. ("WHILE I
RECOMMEND, IN THE STRONGEST TERMS, TO THE RESPECTIVE
OFFICERS ACTIVITY, VIGILANCE, AND FIRMNESS, I FEEL NO
LESS SOLICITUDE THAT THEIR DEPARTMENT MAY BE MARKED WITH
PRUDENCE, MODERATION AND GOOD TEMPER. UPON THESE
QUALITIES DEPENDS THE SUCCESS, USEFULNESS, AND CONSEQUENTLY
THE CONTINUANCE OF THE ESTABLISHMENT, IN WHICH
THEY ARE INCLUDED. THEY CANNOT BE INSENSIBLE THAT THERE
ARE SOME PREPOSSESSIONS AGAINST IT, THAT THE CHARGE WITH

WHICH THEY ARE INTRUSTED IS A DELICATE ONE, AND THAT IT IS EASY BY MISMANAGEMENT, TO PRODUCE SERIOUS AND EXTENSIVE CLAMOUR, DISGUST, AND ODIUM.

"THEY WILL ALWAYS KEEP IN MIND THAT THEIR COUNTRYMEN ARE FREEMEN, AND AS SUCH, ARE IMPATIENT OF EVERYTHING THAT BEARS THE LEAST MARK OF DOMINEERING SPIRIT. THEY WILL THEREFORE REFRAIN, WITH THE MOST GUARDED CIRCUMSPECTION, FROM WHATEVER HAS THE SEMBLANCE OF HAUGHTINESS, RUDENESS OR INSULT.

"THIS REFLECTION AND A REGARD TO THE GOOD OF THE SERVICE WILL PREVENT, AT ALL TIMES, A SPIRIT OF IRRITATION AND RESENTMENT.

"THEY WILL ENDEAVOUR TO OVERCOME DIFFICULTIES, IF ANY ARE EXPERIENCED, BY A COOL AND TEMPERATE PERSEVERANCE IN THEIR DUTY, BY ADDRESS AND MODERATION, RATHER THAN BY VEHEMENCE OR VIOLENCE.

"THE FOREGOING OBSERVATIONS ARE NOT DICTATED BY ANY DOUBT OF THE PRUDENCE OF ANY OF THOSE TO WHOM THEY ARE ADDRESSED. THESE HAVE BEEN SELECTED WITH SO CAREFUL AN ATTENTION TO CHARACTER AS TO AFFORD THE STRONGEST ASSURANCE THAT THEIR CONDUCT WILL BE THAT OF GOOD OFFICERS AND GOOD CITIZENS. * * * IT IS NOT DOUBTED THAT THE INSTRUCTIONS WILL BE RECEIVED AS IT OUGHT TO BE, AND WILL HAVE ITS DUE EFFECT. AND THAT ALL MAY BE APPRISED OF WHAT IS EXPECTED, YOU WILL COMMUNICATE THIS PART OF YOUR ORDERS PARTICULARLY TO YOUR OFFICERS --- AND YOU WILL INCULCATE UPON THEM A CORRESPONDENT DISPOSITION.")

YOU WILL OBSERVE THAT HAMILTON FELT NO DOUBT AS TO THE PROFESSIONAL QUALITIES OF THE OFFICERS COMMISSIONED TO OUR FIRST VESSEL, BUT FORESAW THAT THE FUTURE OF THE INFANT REVENUE-CUTTER SERVICE WAS DEPENDENT NOT ONLY ON THEIR ABILITIES AS MARINERS BUT EQUALLY ON THEIR EMPLOYMENT OF UNDERSTANDING, TACT, AND CONSIDERATION IN THEIR

RELATIONS WITH ALL PEOPLE WITH WHOM THEY CAME IN CONTACT.

I COULD GIVE YOU MANY PRACTICAL EXAMPLES OF A LACK OF THE PROPER PRACTICE OF THESE PRINCIPLES --- COURT MARTIAL, BOARDS, OFFICIAL LETTERS AND OTHER PAPERS ALMOST DAILY GO OVER MY DESK SHOWING A LACK OF THIS MOST IMPORTANT ATTRIBUTE OF AN OFFICER AND A MAN. BUT THERE IS ALSO MUCH EVIDENCE IN OUR SERVICE TO SHOW A GOODLY MEASURE OF SYMPATHETIC UNDERSTANDING OF HUMAN PROBLEMS AND I SINCERELY HOPE THAT YOU WILL ALL BEAR IN MIND THAT YOU ARE INCREASING YOUR USEFULNESS TO THE SERVICE AND YOUR HAPPINESS AND CONTENTMENT IN LIFE BY A CAREFUL STUDY AND APPLICATION OF PRINCIPLES OF HUMAN RELATIONSHIP.

I CONGRATULATE YOU ON RECEIVING YOUR COMMISSIONS AND HOPE THAT THE SUCCESS YOU HAVE ACHIEVED IN COMPLETING THE FOUR DIFFICULT YEARS AT THE ACADEMY WILL FOLLOW YOU THROUGHOUT YOUR CAREERS IN THE SERVICE.

BROADCAST OF
REAR ADMIRAL R. R. WAESCHE, COMMANDANT
TREASURY DEPARTMENT NIGHT
MARCH 1939

ANNOUNCER: HERE, AT HEADQUARTERS IN WASHINGTON, IS THE COMMANDANT OF THE UNITED STATES COAST GUARD, REAR ADMIRAL RUSSELL R. WAESCHE, WHO DIRECTS THE FAR-FLUNG ACTIVITIES OF THAT AGENCY'S TEN THOUSAND MEN. ADMIRAL, WE HAVE HEARD THE STORY OF HOW SOME OF YOUR MEN PERFORMED AN HEROIC RESCUE OF AN ALMOST MORTALLY WOUNDED SEAMAN. CAN YOU TELL US IF THEIR BRAVERY WAS REWARDED?

ADM. WAESCHE: YES, MR. _____, IT WAS. THE COMMANDER OF THE FLIGHT RECEIVED THE DISTINGUISHED FLYING CROSS FROM THE SECRETARY OF THE TREASURY.

ANNOUNCER: HE CERTAINLY DESERVED IT. ADMIRAL WAESCHE, I KNOW THAT THIS DEED IS ONLY ONE OF MANY YOUR MEN CARRY ON DAY AFTER DAY AND THAT THE COAST GUARD HAS MANY OTHER FUNCTIONS OF WHICH I CONFESS I AM IN IGNORANCE. WOULD YOU TELL US ABOUT SOME OF THE OTHER WORK OF THE COAST GUARD? FIRST, I'VE

ALWAYS BEEN CURIOUS AS TO THE REASON THE COAST GUARD FUNCTIONS AS A BUREAU OF THE TREASURY DEPARTMENT. WHY IS THAT, ADMIRAL?

ADM. WASSON:

MANY PEOPLE WONDER ABOUT THAT MR. _____. THE HISTORIC REASON IS THAT ALEXANDER HAMILTON, OUR FIRST SECRETARY OF THE TREASURY, ASKED CONGRESS FOR VESSELS TO HELP COLLECT CUSTOMS DUTIES, PREVENT ILLEGAL TRADING AND ASSIST THE MERCHANT MARINE, IN SHORT TO ENFORCE FEDERAL LAWS ON THE SEA. WHILE THESE LAWS ARE ASSOCIATED WITH THE DUTIES OF ALMOST EVERY FEDERAL DEPARTMENT, THOSE ASSOCIATED WITH THE TREASURY DEPARTMENT ARE THE MOST IMPORTANT. NAVIGATION LAWS AND CUSTOMS LAWS ARE CLOSELY RELATED. WHILE CONGRESS THOUGHT ALEXANDER HAMILTON'S REQUEST FOR 13 VESSELS AND 80 MEN WAS AN EXTRAVAGANT ONE, IN 1799 IT CREATED THE REVENUE CUTTER SERVICE, THE PARENT OF THE PRESENT COAST GUARD.

ANNOUNCER: THAT WAS A VERY MODEST START AND I MARVEL THAT OUT OF IT HAS GROWN THE GREAT UP-TO-DATE ORGANIZATION WHICH YOU DIRECT, ADMIRAL WAESCHE. TELL US MORE ABOUT THE GROWTH OF THE COAST GUARD.

ADM. WAESCHE: IN 1837 CONGRESS AUTHORIZED THE USE OF THE FLEET TO SEARCH FOR WRECKS AND TO AID IN SAVING AND PROTECTING LIFE AND PROPERTY. THE FIRST LIFE-SAVING STATION WAS ESTABLISHED IN 1841, IN THE EARLY 70'S THE BEACH PATROL WAS ORGANIZED, AND BY 1914 THE LIFE SAVING SERVICE HAD BUILT UP A RECORD OF OVER 100,000 LIVES SAVED AND HAD EARNED THE PRAISE OF THE WORLD. SO, IN 1915 CONGRESS COMBINED THE REVENUE CUTTER SERVICE AND THE LIFE SAVING SERVICE INTO THE PRESENT COAST GUARD.

ANNOUNCER:

I HAVE OFTEN WONDERED WHAT CONNECTION THE COAST GUARD COULD HAVE WITH THE TREASURY DEPARTMENT, BUT IT SOUNDS VERY SIMPLE AND REASONABLE THE WAY YOU EXPLAINED IT, ADMIRAL WAESCHE. THE PROTECTION OF GOVERNMENTAL REVENUE IS AN IMPORTANT PART OF ITS DUTIES.

SPECIFICALLY, ADMIRAL, WHAT ARE SOME OF THE TASKS ASSIGNED TO THE COAST GUARD?

ADM. WAESCHE:

TODAY, AS IN ITS YOUTH, THE COAST GUARD IS THE NATION'S MARITIME POLICE FORCE, CHARGED WITH THE MAINTENANCE OF LAW AND ORDER ON THE SEA, ASSISTANCE IN NATIONAL DEFENSE, AND THE SAVING AND PROTECTING OF LIFE AND PROPERTY. OUR OFFICERS ARE AUTHORIZED TO BOARD AND EXAMINE ALL MERCHANT VESSELS OF THE UNITED STATES. ALSO FOREIGN VESSELS WHEN THEY ARE WITHIN THE TERRITORIAL WATERS OF THE UNITED STATES. OUR MEN ARE CONSTANTLY ON THE ALERT FOR SMUGGLERS. UNDER THE COORDINATION PLAN

INAUGURATED BY SECRETARY MORGENTHAU, THE COAST GUARD WORKS WITH THE OTHER ENFORCEMENT AGENCIES OF THE TREASURY, SUCH AS CUSTOMS BUREAU, THE NARCOTICS BUREAU AND THE ALCOHOL TAX UNIT IN APPREHENDING SMUGGLERS OF NARCOTICS AND ALL OTHER CONTRABAND GOODS. LAST YEAR COAST GUARD CRAFT TRAILED MORE THAN 4,000 SHIPS IN CONNECTION WITH THE SUPPRESSION OF DRUG SMUGGLING. COAST GUARD AIRPLANES ALSO AIDED THE ALCOHOL TAX UNIT IN LOCATING ILLICIT WHISKEY STILLS AND COOPERATED WITH THE CUSTOMS SERVICE IN PATROL WORK ALONG OUR BORDERS. IN ADDITION THE GOAST GUARD ENFORCES A WIDE RANGE OF FEDERAL LAWS AMONG WHICH ARE THE NAVIGATION AND MOTOR BOAT LAWS.

ANNOUNCER:

WELL, THAT CERTAINLY SOUNDS LIKE A PRETTY BIG ORDER, ADMIRAL, EVEN FOR 10,000 MEN. WHAT ARE SOME OF THE MOST INTERESTING TASKS OF THE COAST GUARD?

ADM. WAESCHE: THERE ARE PLENTY OF INTERESTING AND EXCITING JOBS PERFORMED BY OUR MEN MR. _____ FOR INSTANCE, ONE OF OUR MORE UNUSUAL DIVISIONS IS THE NORTH ATLANTIC ICE PATROL. EVERY SPRING SINCE 1914 TWO CUTTERS OF THE COAST GUARD HAVE CHARTED THE COURSES OF ICEBERGS AND ICEFIELDS IN THE NORTH ATLANTIC KEEPING TRANSATLANTIC LINERS AND FREIGHTERS AND FISHERMEN INFORMED AS TO THEIR WHEREABOUTS. IT IS A GRATIFYING EXAMPLE OF INTERNATIONAL COOPERATION, THE COST BEING PAID BY 26 NATIONS TO PROTECT SHIPPING. ALASKA ALSO ADDS MORE VARIETY TO OUR WORK WITH THE COAST GUARD BRINGING TO ITS INHABITANTS MAIL AND MEDICINES, DENTISTS, SCHOOL TEACHERS, DOCTORS AND THE SAME PROTECTION PROVIDED BY THE MOUNTIES IN CANADA. MARRIAGES MUST BE PERFORMED AND FUNERAL SERVICES READ BY THE COAST GUARDSMEN. OUR BERING SEA PATROL GUARDS THE SEALS ON THE PRIBILOF ISLANDS FROM WANTON SLAUGHTER.

ANNOUNCER: WELL, ASIDE FROM THESE MORE UNUSUAL TASKS I PRESUME THAT THE COAST GUARD HAS MANY JOBS TO HANDLE WHICH IT CONSIDERS ROUTINE, DOES IT NOT?

ADM. WAESCHE: IT DOES. LAST YEAR IN ADDITION TO REGULAR LAW ENFORCEMENT WORK FOR ALMOST EVERY EXECUTIVE DEPARTMENT OF THE FEDERAL GOVERNMENT, THE COAST GUARD RESCUED FROM PERIL AND SAVED THE LIVES OF ALMOST 9,000 PEOPLE, MORE THAN EVER BEFORE IN ITS HISTORY. WE HAVE APPROXIMATELY 200 COAST GUARD STATIONS AND ALMOST 300 CUTTERS AND PATROL BOATS, BESIDES NUMEROUS SMALLER BOATS, AS WELL AS 54 AIRPLANES. THESE NOT ONLY LOOK AFTER OUR COAST LINES BUT IN TIMES OF EMERGENCY, SUCH AS FLOODS AND HURRICANES, MEN, BOATS AND PLANES ARE DISPATCHED TO THE SCENE OF THE DISASTER FOR RELIEF WORK AND ASSISTANCE, IN COOPERATION WITH THE AMERICAN RED CROSS AND OTHER GOVERNMENT AGENCIES.

ANNOUNCER: I UNDERSTAND, ADMIRAL, THAT THE COAST GUARD HAS ITS ACADEMY TOO, SIMILAR TO THE NAVY'S ANNAPOLIS.

ADM. WAESCHE: OH, YES, MR. _____, NECESSARILY SO. THE UNITED STATES COAST GUARD ACADEMY IS LOCATED AT NEW LONDON, CONNECTICUT. IT OFFERS BOTH AN EDUCATION AND A CAREER TO LADS FROM 17 TO 22 WHO HAVE THE EQUIVALENT OF A HIGH SCHOOL EDUCATION AND EXCELLENT PHYSICAL AND MORAL QUALIFICATIONS.

ANNOUNCER: HOW DO YOUNG MEN WHO WANT TO ENTER THE ACADEMY GO ABOUT IT, ADMIRAL?

ADM. WAESCHE: APPOINTMENTS TO THE ACADEMY ARE BASED STRICTLY ON COMPETITIVE EXAMINATIONS. THE ACADEMY IS CAPABLE OF TRAINING 200 BOYS AT A TIME. FOR FOUR YEARS THE CADETS STUDY THERE, BEING PAID DURING THEIR COURSE. THE COURSE AT THE ACADEMY IS FUNDAMENTALLY AN ENGINEERING COURSE,

INCLUDING, OF COURSE, SUCH PROFESSIONAL AND CULTURAL SUBJECTS AS NAVIGATION, RADIO, SEAMANSHIP, ORDINANCE MARITIME LAW, FOREIGN LANGUAGES, ENGLISH AND HISTORY. IN ADDITION ALL CADETS ARE REQUIRED TO PURSUE COURSES IN MARITIME AFFAIRS, WHICH ARE DESIGNED TO GIVE OUR OFFICERS AN UNDERSTANDING OF MERCHANT MARINE PROBLEMS AND OPERATIONS. FINALLY, INFANTRY DRILL AND SPORTS, SUCH AS FOOTBALL, BOXING, SWIMMING AND BASKETBALL KEEP OUR CADETS IN GOOD PHYSICAL TRIM.

ANNOUNCER: DO THEY GO ON ANY EXTENDED CRUISES AS A PART OF THEIR TRAINING?

ADM. WAGGONER: YES, IN JUNE TWO OF THE THREE UPPER CLASSES BOARD A CUTTER FOR THEIR PRACTICE CRUISE. THIS IS A GOOD SCHOOL FOR THEM, BECAUSE A COAST GUARD OFFICER MUST BE A THOROUGH SEAMAN, SKILLED IN EVERYTHING FROM SHABBING A DECK AND SPLICING A ROPE

TO HANDLING AN ENGINE AND TAKING A WHEEL. THEY VISIT MANY FOREIGN PORTS IN EUROPE AND SOUTH AMERICA AND LEARN THE SCIENCE OF NAVIGATION. AFTER FOUR YEARS OF HARD WORK AND STUDY THE CADET IS GRADUATED AND SENT OUT INTO THE SERVICE AS A COMMISSIONED OFFICER IN THE COAST GUARD.

ANNOUNCER: WITH SUCH INTENSIVE TRAINING YOU MUST HAVE A FINE LOT OF MEN IN THE COAST GUARD, ADMIRAL.

ADM. WAESCHE: WE BELIEVE THAT WE HAVE MR. _____. AND WE NEED THEM MORE THAN EVER NOW THAT WE HAVE BEEN ENTRUSTED WITH THE TASK OF TRAINING MEN FOR OUR MERCHANT MARINE.

ANNOUNCER: YES, THAT IS A HIGHLY IMPORTANT TASK WHICH HAS BEEN ASSIGNED TO THE COAST GUARD, SIR. WILL YOU TELL US MORE ABOUT IT?

ADM. WAESCHE: YES, LAST JULY THE MARITIME COMMISSION REQUESTED AND OBTAINED PERMISSION FROM

THE TREASURY DEPARTMENT FOR THE COAST
 GUARD TO TAKE OVER THE ADMINISTRATION OF
 THE UNITED STATES MARITIME SERVICE. THE
 MARITIME SERVICE IS A VOLUNTARY ORGANIZATION
 OF PERSONNEL OF THE MERCHANT MARINE AND
 PROVIDES AN ADEQUATE TRAINING SYSTEM AND
 OTHER BENEFITS FOR SEAMEN WHO ENROLL.
 ENROLLMENT IS LIMITED AT PRESENT TO
 PERSONS OVER 21 YEARS OF AGE WHO HAVE HAD
 NOT LESS THAN TWO YEARS EXPERIENCE ON
 SEAGOING OR LAKE VESSELS OF THE UNITED
 STATES. THEY ARE GIVEN INSTRUCTION IN
 SUBJECTS ALL SEAMEN SHOULD KNOW AND IN
 THE WORK OF THEIR RESPECTIVE DEPARTMENTS
 ABOARD SHIP. UNCLE SAM PAYS, FEEDS AND
 CLOTHES THEM DURING THIS THREE MONTHS
 TRAINING PERIOD.

ANNOUNCER:

THAT IS A BIG JOB, ADMIRAL. YOU HAVE
 THREE TRAINING STATIONS NOW, DO YOU NOT?

ADM. WAESCHE: YES, ONE AT HOFFMAN ISLAND IN NEW YORK HARBOR AND ONE AT GOVERNMENT ISLAND ON SAN FRANCISCO BAY, AND ONE AT FORT TRUMBULL IN NEW LONDON, CONNECTICUT.

ANNOUNCER: THANK YOU, ADMIRAL WAESCHE FOR YOUR INTERESTING DISCUSSION OF THE WORK OF THE COAST GUARD.

ADM. WAESCHE: THANK YOU, MR. _____.