HJ
6645
.H5A25
1922
c.3

Brief Sketch of the Naval History

OF THE

United States Coast Guard

WITH

Citations of Various Statutes Defining
Its Military Status from
1790 to 1922

PRESS OF BYRON S. ADAMS
WASHINGTON, D. C.

UNITED STATES COAST GUARD ACADEMY LIBRARY
1876
SCIENTIÆ CEDIT MARE

J6645
S A25
1922
c.3

BRIEF SKETCH OF THE NAVAL HISTORY

OF THE

United States Coast Guard

WITH

Citations of Various Statutes Defining Its Military Status from 1790 to 1922

The Act of January 28, 1915 (38 Stats., 800), established the Coast Guard in lieu of the then existing Revenue-Cutter Service and the Life-Saving Service. That Act expressly provides that the Coast Guard "shall constitute a part of the military forces of the United States, and shall operate under the Treasury Department in time of peace, and operate as a part of the Navy, subject to the orders of the Secretary of the Navy in time of war or when the President shall so direct." It will be observed that under the terms of the Act, the Coast Guard operates as "a part of the Navy" not only in time of war, but whenever the President shall so direct. It may also be noted that the Coast Guard is defined as "a part of the military forces of the United States" whether it be operating under the Treasury Department or under the Navy Department.

Of the 270 commissioned officers now authorized by law in the Coast Guard, only 13 were acquired from the personnel of the former Life-Saving Service. These were the district superintendents who, not formerly commissioned officers, were commissioned as such by the terms of the Act of January 28, 1915. That Act gave to the personnel of the former Life-Saving Service the right of retirement and the military status, with its privileges and obligations, that already pertained to the Reve-

67774

17 OCT 1965

nue-Cutter Service. The naval history of the Coast Guard, therefore, as well as the legislative history with respect to its military status, is a continuation of that of the Revenue-Cutter Service.

After the freedom of the American colonies had been won through the War of the Revolution the Continental Navy was disbanded. There was then no sea force available for the protection of the coasts and the maritime interests of the newly constituted United States until the organization of the Revenue-Cutter Service under an Act of the First Congress, approved by President Washington on August 4, 1790. The cutters formed the only armed force afloat belonging to the young Republic until a Navy was authorized a few years later.

The officers of the first cutters were appointed largely from the officers who had served in the old Continental Navy. The first commission granted by President Washington to any officer afloat was issued to Captain Hopley Yeaton of New Hampshire in the Revenue-Cutter Service. The Act of August 4, 1790, creating the service provided that the commander of a cutter should have the subsistence of a captain in the Army, and that the other officers should have the subsistence of a lieutenant in the Army, and that each enlisted man should have the same ration as allowed to a soldier in the Army. The subsistence was based on that of the Army because the Navy had not been established at that time.

The Act of July 1, 1797, authorized the President to employ the cutters to defend the seacoasts and to repel any hostility to the vessels and commerce of the United States. It is of interest to note that the same Act refers to the service of *marines* on board the cutters.

The Act approved February 25, 1799 "An Act for the augmentation of the Navy" contained the following:

> "SEC. 3. And be it further enacted, That the President of the United States shall be, and is hereby authorized to place on the naval establishment, and employ accordingly, all or any of the vessels, which, as revenue cutters have been increased in force and employed in the defense of the seacoasts, pursuant to the Act, entitled 'An Act providing a naval armament,' and thereupon, the officers and crews of such vessels, may be allowed, at the discretion of the President of the United States, the pay, subsistence, advantages

> and compensations, proportionably to the rates of such vessels, and shall be governed by the rules and discipline which are, or which shall be, established for the Navy of the United States."

The Act of March 2, 1799, provided that the crew of a cutter should consist of not more than 70 men "including noncommissioned officers, *gunners*, and mariners." The same Act also provided that the cutters "shall, whenever the President of the United States shall so direct, cooperate with the Navy of the United States, during which time they shall be under the direction of the Secretary of the Navy, and the expense thereof shall be defrayed by the agents of the Navy Department."

Vessels of the Coast Guard have been armed, their crews have been drilled, they have had strict naval discipline since 1790. The Service has played a distinguished part in every war in which this country has been engaged, with the exception only of the War with Tripoli.

During the difficulties with France in 1798 and 1799, the records show that 8 cutters (1 sloop, 5 schooners, and 2 brigs) operated along our southern coast in the Caribbean Sea, and among the West India Islands. The 2 brigs, and 2 of the schooners carried each 14 guns, and 70 men; the sloop, and the other schooners had each 10 guns, and 34 men. Of the 22 prizes taken during that period 18 were captured by cutters unaided, and they assisted in the capture of 2 others. The cutter *Pickering* made two cruises to the West Indies and captured 10 prizes, one of which carried 44 guns and 200 men—three times her own force.

In the War of 1812, it was a cutter that made the first capture during that war. One of the most hotly contested engagements in the war was between the cutter *Surveyor* and the British frigate *Narcissus*. Although the *Surveyor* was captured, the British commander considered his opponents to have shown so much bravery that he returned on the following day to Captain Travis, who commanded the *Surveyor*, his sword accompanied by a letter in which he said:

> "Your gallant and desperate attempt to defend your vessel against more than double your number excited such admiration on the part of your opponents as I have seldom witnessed, and induced me to return you the sword you had so ably used in testimony of mine * * * I am at

loss which to admire most, the previous arrangement on board the *Surveyor* or the determined manner in which her deck was disputed inch by inch."

The defense of the cutter *Eagle* against the attack of the British brig *Dispatch* and an accompanying sloop, is one of the most dramatic incidents of the War of 1812. The cutter was run ashore on Long Island, her guns were dragged up on a high bluff, and from there the crew of the *Eagle* fought the British ships from 9 o'clock in the morning until late in the afternoon. When they had exhausted their large shot, they tore up the ship's log book to use as wads and fired back the enemy's shot which lodged against the hill. During the engagement the cutter's flag was shot away three times and was as often replaced by volunteers from the crew on the hill.

The piracy which prevailed during the first quarter of the nineteenth 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 Revenue-Cutter Service. The officers of that Service waged a relentless war upon the pirates, pursued them to their every resort and rendezvous, and attacked and dispersed them wherever found.

On August 31, 1819, the cutters *Louisiana* and *Alabama* were boldly attacked off the southern coast of Florida by the pirate *Bravo,* commanded by Jean La Farge, a lieutenant of the notorious Jean La Fitte. The action was of short duration and was terminated by the cutters' boats boarding their enemy and carrying his decks in a hand to hand struggle.

When the vigilance and daring of the cutter officers made it too hazardous for the pirates to continue harboring along the coast or in the numerous bayous of Louisiana, they established themselves on Bretons Island. Here they were followed by the cutters *Alabama* and *Louisiana* and driven off in their boats, while everything on the island which could afford shelter or make it habitable was destroyed. The destruction of this rendezvous practically put an end to their harboring on the coasts of the United States. But piratical craft from Mexico, Central and South America and Cuba, made frequent visits to these coasts and the adjoining waters and a number of engagements took place between them and the cutters. And in overhauling and attacking the pirates, inferiority in armament or men was not apparently a consideration. There were instances in which pirates were fearlessly attacked and made to strike

their colors when greatly the superior in force. The capture of the *Bolivia* affords an illustration. This vessel with her prizes, the *Antoinette* and *Isabella* was attacked and taken in South West Pass by the cutter *Louïsiana* on July 6, 1821. In number and calibre of guns and in number of men, the pirate was much stronger than the *Louisiana.*

During the Seminole Indian War (1836-1842) 8 revenue cutters took part by cooperation with the Army and Navy in the operations. Duty performed by these vessels and their crews included attacks on parties of hostile Indians and the breaking up of their rendezvous, picking up survivors of massacres, carrying dispatches, transporting troops, blocking rivers to the passage of the Indian forces, and the landing of riflemen and artillery from the cutters for the defense of the white settlements. These duties covered the whole coast of Florida and won commendation from the Army and Navy officers in charge of operations.

In the War with Mexico 5 cutters were engaged in naval operations and performed efficient service in the attacks on Alvarado and Tabasco. Excellent work was also done by the cutters in connection with the blockading fleet off the Mexican coast.

When a naval force was sent to Paraguay in 1858, the cutter *Harriet Lane* was ordered to join the squadron. Commodore Shubrick, in reporting to the Secretary of the Navy on the operations of the expedition, made special mention of the skill and zeal shown by Captain Faunce, the commanding officer of that cutter, and of her value to the squadron. In the Civil War, the *Harriet Lane* accompanied the fleet intended to relieve Fort Sumter, and shared in the capture of Hatteras Inlet.

The Revenue-Cutter Service participated in the Civil War (1861-1865), both in naval engagements and in the more trying blockade duty. At the attack on Fort Hatteras; in the reconnaissance of the batteries at Norfolk; in the bombardment of Drurys Bluff on the James River; and in operations in Chesapeake Bay the cutters were actively engaged.

It is not generally known that the famous dispatch sent by the Secretary of the Treasury, General John A. Dix, which contained the direction "If any man attempts to haul down the American flag, shoot him on the spot," was transmitted on the evening of January 15, 1861, for the purpose of retaining under the control of the Federal Government the U. S. Revenue Cutter *Robert McLelland,* then in the port of New Orleans.

In the Spanish-American War, the cutters rendered conspicuous service. Eight cutters, carrying 43 guns, were in Admiral Sampson's fleet, and on the Havana blockade. The *McCulloch*, carrying 6 guns, and manned by 10 officers and 95 men, was at the battle of Manila Bay, and subsequently was employed by Admiral Dewey as his dispatch boat. At the battle of Cardenas, May 11, 1898, the cutter *Hudson*, Lientenant Frank H. Newcomb, commanding, sustained the fight against the gunboats and shore batteries of the enemy side by side with the naval torpedo boat *Winslow*, and when Ensign Bagley and half the crew of the latter named vessel had been killed and her commander wounded, rescued from certain destruction the vessel and remainder of the crew under the furious fire of the enemy's guns. In recognition of this act of heroism, upon the recommendation of the President of the United States, Congress authorized, by Joint Resolution approved May 3, 1900, that a gold medal be presented to Lieutenant Newcomb, a silver medal to each of his officers, and a bronze medal to each member of his crew.

On the morning of April 6, 1917, a code dispatch was sent from Washington by radio and by land wire to every ship and shore station of the Coast Guard. Within a few hours thereafter the entire Coast Guard, officers and enlisted men, vessels and units of all sorts, passed into the naval establishment as provided by law and began operating as a part of the Navy of the United States. The Navy was thus instantly augmented by 223 experienced and highly trained commissioned officers, approximately 4500 experienced and competent warrant officers and enlisted men, 47 vessels of all classes, and 279 stations scattered along the entire coast line of the United States.

In August and September, 1917, six Coast Guard cutters, the *Ossipee, Seneca, Yamacraw, Algonquin, Manning* and *Tampa*, left the United States to join our naval forces in European waters. They constituted Squadron 2 of Division 6 of the patrol forces of the Atlantic Fleet and were based on Gibraltar. Throughout the war they escorted hundreds of vessels between Gibraltar and the British Isles, and also performed escort and patrol duty in the Mediterranean. The other cruising cutters performed escort and patrol duty in home waters, on important missions to Bermuda, the Azores Islands, in the Caribbean Sea, and off the coast of Nova Scotia, and operated generally under the orders of the commandants of the various naval districts, or under the direct orders of the Chief of Naval Operations.

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 in the war zone in European waters, 5 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. Shortly after the armistice, four Coast Guard officers were assigned to the command of large naval transports engaged in bringing home the troops from France. The Navy Department, naturally enough, assigned to the command of combatant ships only officers in whom the Department had implicit confidence. The large proportion of Coast Guard officers assigned to command duty is impressive.

Officers not assigned to command served in practically every phase of naval activity—on transports, on cruisers, cutters, patrol vessels, in naval districts, as inspectors, at training camps—and were of great value because they required no training and were possessed of professional ability and large experience. Officers of engineering ability and experience were urgently needed, and the 70 commissioned engineer officers of the Coast Guard contributed greatly toward filling that need. Five Coast Guard officers performed responsible and important duty at the Navy Department in Washington. One of the two pilots of the hydroplane NC-4 that made the first trans-Atlantic flight was a Coast Guard officer, Lieutenant Commander E. F. Stone.

These Coast Guard officers were not appointed temporarily in the Navy, or in the Naval Reserve Force, but served under their commissions *as Coast Guard officers*. Of the 223 commissioned officers of the Coast Guard, seven met their deaths during the war as a result of enemy action, or 3.14 per cent of the entire commissioned strength.

The Coast Guard Cutter *Tampa* sailed from New York on September 15, 1917, for service in European waters, under the command of Captain Charles Satterlee, U. S. Coast Guard. She proceeded to Gibraltar via the Azores Islands and was assigned to duty with the division of vessels escorting convoys from Gibraltar to England. On September 5, 1918, Rear Ad-

miral Niblack, commanding the U. S. naval forces based on Gibraltar, addressed a special letter of commendation to the commanding officer of the *Tampa*. He called attention therein to the fact that since the *Tampa's* arrival on that station she had escorted 18 convoys between Gibraltar and the United Kingdom, was never disabled, and was ready whenever called upon, and that only one request for repairs, and this for two minor items, had been received from her. Admiral Niblack stated: "This excellent record is an evidence of a high state of efficiency and excellent ship's spirit and an organization capable of keeping the vessel in service with a minimum of short assistance. The squadron commander takes great pleasure in congratulating the commanding officer, officers, and crew on the record which they have made."

On the evening of September 26, 1918, the *Tampa*, having acted as ocean escort for a convoy from Gibraltar to the United Kingdom, and having completed her duty as ocean escort, proceeded, in accordance with her instructions, toward the port of Milford Haven, Wales. At 8.45 p.m. a loud explosion was heard by persons on vessels of the convoy. The *Tampa* failed to arrive at her destination and search was made for her by U. S. destroyers and British patrol craft. Nothing was found except a small amount of wreckage identified as belonging to the *Tampa* and two unidentified bodies in naval uniforms. It is believed that the *Tampa* was sunk by a German submarine, and it is said that the German submarine U-53 claimed to have sunk a United States vessel of her description. It is understood that the "listening-in" stations on shore had detected the presence of an enemy submarine in the vicinity of the place where the *Tampa* was destroyed at the time the explosions were heard.

Every officer and man on board the *Tampa* perished—115 in all, of whom 111 were Coast Guard personnel. With the exception of the *Cyclops*, whose fate has never been ascertained, this was the largest loss of life incurred by any U. S. naval unit during the war. Vice Admiral C. H. Dare of the British Navy, the commanding officer at Milford Haven, in a telegram to Admiral Sims expressing the universal sympathy felt at Milford Haven by all ranks and rates in the loss of the *Tampa* said:

> "Myself and staff enjoyed the personal friendship of her commanding officer, Captain Charles Satterlee and had great admiration for his intense enthusiasm and high ideals of duty."

The British Admiralty addressed a letter to Admiral Sims as follows:

> "Their Lordships desire me to express their deep regret at the loss of the U. S. S. *Tampa*. Her record since she has been employed in European waters as an ocean escort to convoys has been remarkable. She has acted in the capacity of ocean escort to no less than 18 convoys from Gibraltar comprising 350 vessels, with a loss of only two ships through enemy action. The commanders of the convoys have recognized the ability with which the *Tampa* carried out the duties of ocean escort. Appreciation of the good work done by the U. S. S. *Tampa* may be some consolation to those bereft and Their Lordships would be glad if this could be conveyed to those concerned."

One of the modern destroyers of the Navy has been named for Captain Satterlee, and on April 16, 1921, a new cruising vessel of the Coast Guard was launched at Oakland, Calif., and named the *Tampa*.

Those enlisted men of the Coast Guard who went down with the *Tampa* did not go into the War Zone through the process of enlisting in the Navy, or in the Naval Reserve Force, or by volunteering for naval duty. They went because they were enlisted men of the Coast Guard, and therefore subject to the military duty of the Coast Guard for which they had enlisted, and for which they had been trained.

Ranks and titles of line officers of the Coast Guard are precisely the same, in so far as they go, as those of corresponding officers of the line of the Navy. Line officers of the Coast Guard are trained as cadets in practically the same manner as line officers of the Navy are trained as midshipmen. Engineer officers of the Coast Guard, appointed first as cadet engineers after a rigorous professional examination, undergo a thorough course of training, including instruction in military duties, before being commissioned.

The grades of warrant officers, chief petty officers, petty officers, and enlisted men of the Coast Guard are precisely the same as those of the Navy, in so far as the duties of the Coast Guard may require. The Coast Guard has the rating of surfman, which the Navy does not have, because of the surf work necessary to be performed at Coast Guard stations, a need which does not exist in the Navy. Warrant officers in the Coast Guard are appointed in exactly the same way as warrant officers are appointed in the Navy, and under the same standards. Chief petty officers and petty officers in the Coast Guard are appointed and rated under the same standards as in the Navy, and after examinations of the same character and scope.

Vessels of the Coast Guard are armed with guns of 5-inch calibre and below, and are supplied with the equipment necessary for landing forces. All naval drills, including target practice, that are practicable on small vessels operating singly are carried out. The personnel of the Coast Guard are trained and drilled to take up at a moment's notice the important duty imposed upon the Service by statute law of becoming a part of the Navy in time of war or whenever the President shall so direct.

The above is only a brief sketch of some of the operations of the Coast Guard *in war*. The Coast Guard is the "Peace and War service." Its duties in time of peace are but little less arduous and hazardous than they are in time of war. It is an interesting fact that this service, with such a notable military history, has also established a record that is unequaled for humanitarian accomplishment in affording succor to those in distress at sea. The following figures for the fiscal year 1921 will suggest the magnitude of this activity of the Coast Guard in time of peace—one of the many duties with which the service is charged:

Lives saved or persons rescued from peril	1,621
Persons on board vessels assisted	14,013
Value of vessels assisted (including cargoes)	$66,260,445
Value of derelicts recovered and delivered to owners	$1,163,435
Derelicts and other obstructions to navigation removed or destroyed	19

CERTAIN STATUTES OTHER THAN THOSE ABOVE CITED BEARING ON THE MILITARY STATUS OF THE COAST GUARD WITH AN OPINION OF THE ATTORNEY GENERAL THEREON.

On May 13, 1920, the Attorney General of the United States rendered an opinion that persons who are honorably discharged from their enlistments in the Coast Guard, after service under the jurisdiction of the Treasury Department during a time of peace, should be considered within the class of "honorably discharged soldiers, sailors, and marines" to whom preference in appointments is allowed by the Act of July 11, 1919. The following are quotations from the opinion of the Attorney General:

> "The Act of October 6, 1917 (40 Stats., 402), contains the following language:
> " 'The term "military or naval forces" means the Army, the Navy, the Marine Corps, the Coast Guard, the Naval Reserves, the National Naval Volunteers, and any other branch of the United States service while serving pursuant to law with the Army or the Navy.' "
> "It will be noted that in this language it is provided that any branch of the United States service other than those specifically mentioned is covered by the term 'military or naval forces' only when that branch is serving, pursuant to law, with the Army or the Navy."
> "As the Coast Guard is distinctly declared to be a part of the military service of the United States, and as it is in the active service of the United States at all times, I am of the opinion, therefore, that each of the questions propounded by the Civil Service Commission should be answered in the affirmative, and that members of such Coast Guard honorably discharged under the conditions stated in each question, should be considered within the class of 'honorably discharged soldiers, sailors, and marines,' to whom preference is allowed by the Act of July 11, 1919."

The following is a verbatim quotation from the opinion of the Attorney General above referred to in which he cites a number of Acts enacted in recent years indicating the intent of Congress with respect to the status of the Coast Guard:

> "The Act of March 3, 1915 (38 Stats., 931), empowers the President to prepare a suitable medal of honor to be awarded to any officer of the Navy, Marine Corps, or Coast Guard who shall have distinguished himself in battle or displayed extraordinary heroism in the line of his profession.
> "The Naval Appropriation Act of August 29, 1916 (39 Stats., 600), provides:
> " 'Whenever, in time of war, the Coast Guard operates as a part of the Navy in accordance with law, the personnel of that service shall be subject to the laws prescribed for the government of the Navy: Provided, That in the initiation, prosecution, and completion of disciplinary action, including remission and mitigation of punishments for any offense committed by any officer or enlisted man of the Coast Guard, the jurisdiction shall hereafter depend upon and be in accordance with the laws and regulations of the department having jurisdiction of the person of such offender at the various stages of such action: Provided, further, That any punishment imposed and executed in accordance with the provisions of this section shall not exceed that to which the offender was liable at the time of the commission of his offense.'
> "Under this Act an enlisted man of the Coast Guard who committed a military offense prior to April 6, 1917, while the Coast Guard was operating under the Treasury Department, if time had not permitted his being brought to trial by a Coast Guard court before that date, could be subsequently tried by a naval court-martial. Also, an enlisted man of the Coast Guard who committed a military offense while the Coast Guard was operating as a part of the Navy, if time had not permitted his being brought to trial by a naval court-martial before August 28, 1919, when the Coast Guard was turned back to the Treasury Department, could be brought to trial, subsequent to that date, by a Coast Guard court. Such a man was admittedly in a military status—a 'sailor of the United States'—while operating as a part of the Navy. If, after August 28, 1919, he is not in a military status, and no longer a 'sailor of the United States' it is not thought that Congress would have provided, in the Act of August 28, 1916, that he could be tried and punished for a military offense committed while he was in such status.
> "The Act of August 29, 1916 (39 Stats., 582), provides that the prohibition against receiving more than one salary from the Government, when the combined amount of said salaries exceeds the sum of $2,000 per annum, shall not

apply to retired officers or enlisted men of the Army, Navy, Marine Corps, or Coast Guard.

"The Act of August 29, 1916 (39 Stats., 600, 601), authorizes the Secretaries of War and Navy, at the request of the Secretary of the Treasury, to receive officers and enlisted men of the Coast Guard for instruction in aviation at any aviation school maintained by the Army and Navy.

"The Act of August 29, 1916 (39 Stats., 649), provides that section 125 of the Act of June 3, 1916 (39 Stats., 216), relative to the protection of the uniform shall apply to the Coast Guard in the same manner as to the Army, Navy, and Marine Corps.

"The Act of October 6, 1917 (40 Stats., 391), providing for the reimbursement of officers, enlisted men, and others in the naval service for the loss or destruction of their personal property and effects due to the operations of war or by shipwreck or other marine disaster extends the provisions of the Act to the personnel of the Coast Guard in like manner as to the personnel of the Navy, whether the Coast Guard is operating under the Treasury Department or operating as a part of the Navy.

"The Act of July 1, 1918 (40 Stats., 717, 731, 732), provides for the assignment to active duty and promotion of any commissioned or warrant officer of the Navy, Marine Corps, or Coast Guard on the retired list during the existence of war or of a national emergency. The same Act provides for temporary promotions during the present war of certain officers of the Coast Guard to the same rank and grade in the Coast Guard not above captain and captain of engineers as correspond to the rank and grade that may be attained in accordance with law either permanently or temporarily by line officers of the Regular Navy of the same length of total service.

"The Act of July 1, 1918 (40 Stats., 640), provides that cadets in the Coast Guard shall receive the same pay and allowances as are now or may hereafter be provided by law for midshipmen in the Navy.

"The Act of July 11, 1918 (41 Stats., 139), provides for the payment of mileage to all enlisted men of the Navy, and Coast Guard discharged under certain conditions and extends certain privileges regarding reenlistment to enlisted men of the Navy, Marine Corps, and Coast Guard."

The Naval Appropriation Act of August 31, 1852, allowed to the officers, seamen, and marines of the Navy, and to the

officers and men of the Revenue-Cutter Service, who served in the Pacific Ocean on the coast of California and Mexico since September 28, 1850, the same increased compensation as had been allowed by law to the officers and soldiers of the Army who served in California.

The Act of February 28, 1867 (14 Stats., 416), provided that from and after December 31, 1866, each officer of the Revenue-Cutter Service, while on duty, should be entitled to one Navy ration per day.

The Act of February 19, 1879 (20 Stats., 316), referring to the payment of 3 months' extra pay to the officers and soldiers of the Mexican War provided:

> "That the provisions of this Act shall include also the officers, petty officers, seamen, and marines of the United States Navy, the Revenue Marine Service (Revenue-Cutter Service) and the officers and soldiers of the United States Army employed in the prosecution of said war."

Section 1492 of the Revised Statutes gave officers of the Revenue-Cutter Service rank with officers of the Navy when serving as a part of the Navy.

The Act of April 12, 1902 (32 Stats., 100), gave officers of the Revenue-Cutter Service actual rank with officers of the Army and officers of the Navy at all times. Their pay was based on that of the Army by that Act as follows:

> "Sec. 3. That the commissioned officers of the United States Revenue-Cutter Service shall hereafter receive the same pay and allowances, except forage, as are now or may hereafter be provided by law for officers of corresponding rank in the Army including longevity pay."

The Act of April 16, 1908 (35 Stats., 61), authorized in the Revenue-Cutter Service one captain commandant "with the rank of a colonel in the Army and a captain in the Navy, and who shall have the pay and allowances of a colonel in the Army;" six senior captains "each with the rank of a lieutenant colonel in the Army and a commander in the Navy, and who shall each have the pay and allowances of a lieutenant colonel in the Army;" one engineer in chief "with the rank of a lieutenant colonel in the Army and a commander in the Navy, and who shall have the pay and allowances of a lieutenant colonel in

U.S. COAST GUARD
HJ6645.H5A25 1922 c.
United State/Brief sketc
3 3266 000

the Army;" and six senior engineers "each with the rank of a major in the Army and a lieutenant commander in the Navy and who shall each have pay and allowances of a major in the Army."

The pay and allowances of officers of the Coast Guard continued to be based entirely on those of officers of the Army until the Act of July 1, 1918 (40 Stats., 733), authorized, during the period of the war, the same increase of pay and allowances to officers of the Coast Guard on sea duty or on shore duty beyond the continental limits of the United States as provided by law for officers of the Navy of corresponding rank.

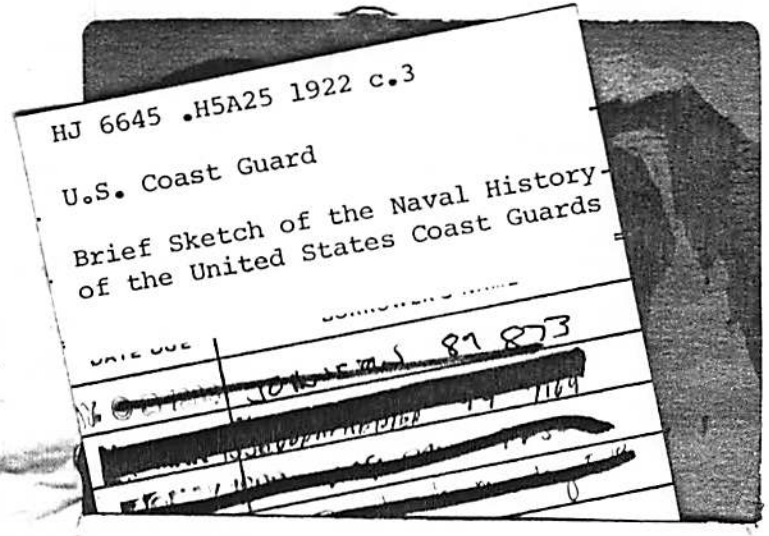
This status continued until, by virtue of Section 8 of the Act of May 18, 1920, the pay and allowances of Coast Guard officers were made the same as those of officers of the Navy of corresponding grades and length of service.

The pay of warrant officers, petty officers, and enlisted men of the Coast Guard was made the same as that of corresponding grades or ratings and length of service in the Navy for the duration of the war, by the Act of May 22, 1917 (40 Stats., 87), and this parity with the Navy was made permanent by the Act of May 18, 1920. The enlisted force of the Coast Guard are regularly enlisted in precisely the same manner as are the men of the Navy, and they are subject to court-martial, to imprisonment for desertion, and to such punishments, within the law, for infractions of discipline, as may be imposed upon them by courts composed of Coast Guard officers. Such courts, under the law, must "be governed in their organization and procedure substantially in accordance with naval courts" (34 Stats., 200).

HJ 6645 .H5A25 1922 c.3

U.S. Coast Guard

Brief Sketch of the Naval History
of the United States Coast Guard



LIBRARY
U. S. COAST GUARD ACADEMY
NEW LONDON, CONN. 67774

BORROWERS. — Coast Guard Officers, cadets, enlisted personnel, and civilian employees, together with their families, may borrow books.

SIGNING FOR BOOK. — Each book taken from the library must be signed for on the book card.

TIME KEPT. — Books may be kept for 14 days and renewed for 14 days when necessary.

CLASS USE. — Books used by instructors for class work may be kept for a semester, provided arrangements are made with the librarian.

RETURNING BOOKS. — Leave books at the return desk.