

Record Index

Billard, Frederick Chamberlayn

V3454

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Folder Number	Item Description	Folder Contents	Date Range	Notes	Item Count
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NO. 1.

(GENERAL RECORD)

-- F. C. BILLARD --

Prior to 1919.

Return to Personnel Section.

10 (continued).

If no sentence be found expressing what you wish to send, it will have to be spelled out from the Alphabet and Vocabulary Table Part II.

2.0 (V) Look in Part I and find the letters in the order they were hoisted. Opposite will be their meaning in that combination i.e. the meaning of the message.

Or then means to in the Vocabulary

NO. 1.

(GENERAL RECORD)

-- F. C. BILLARD --

Prior to 1919.

Return to Personnel Section.



U. S. Steamer CORWIN.

Seattle, Washington.

November, 9, 1899. , 189

Honorable Secretary of the Treasury,

Washington, D. C.,

Sir:-

I have the honor to request that I be detached from the U.S. Steamer CORWIN on or about December 23rd. 1899, and ordered to proceed to my home at Laurel, Maryland, and be granted thirty days temporary leave of absence upon arrival there.

I have been attached to the CORWIN continuously since April 12, 1897.

Respectfully yours,

F. C. Billard

2nd. Lieut. U. S. R. C. S.

Approved and respectfully forwarded,

Wm. J. Herring

Captain U. S. R. C. S., Commanding,.



U. S. Steamer SEMINOLE,

Baltimore, Md.,

March 1, 1900.

Honorable Secretary of the Treasury,
Washington, D. C.,

Sir;

I have the honor to state that I have this day reported,
in accordance with Department orders of the 24th ult., to Ist.
Lieut. J. F. Wild R. C. S. for duty on the U. S. Stmr. SEMINOLE.

Respectfully yours,

F. B. Billant

2nd. Lieut. R. C. S.

Respectfully forwarded,

J. F. Wild
Ist. Lieut. R. C. S.

In Charge.

Through Captain R. Glover, R. C. S.

Superintendent of Construction.

Approved and respectfully forwarded.

R. Glover
Captain, R. C. S.,
Supt. Construction.



U. S. Steamer

Practice Ship Chase
Baltimore Md.

June 8, 1900.

Honorable Lyman J. Gage,
Secretary of the Treasury,
Washington D.C.,

Sir:-

I have the honor to state that I have, this day, reported to the commanding officer of the Practice Ship "Chase" for duty in accordance with Department orders of the 4th instant (A.F.S.)

Respectfully yours,

F. C. Billard,

2nd Lieut. Res.

Respectfully forwarded,

James M. ...

Captain Res.

Lieut. -

CIRCULAR LETTER No. 1.

Treasury Department,

OFFICE OF THE SECRETARY,

Washington, D. C., June 3, 1902.

To Officers of the Revenue Cutter Service:

In order to correct the records of officers, the following data is required, and it will be furnished upon this paper, sworn and subscribed before a notary public having a seal, or before other officer competent to administer oaths, and returned to the Department without delay.

O. L. SPAULDING,
Acting Secretary.

My full name is Frederick Chamberlayne Billard
(Each name must be written out in full.)

I was born on the 22^d day of September, in the year 1873, in the town or city of Washington, county of _____, and State of District of Columbia.

I do solemnly swear, with no intention or evasion, that the foregoing record of my full name, date and place of birth is true to my knowledge and belief.

F. C. Billard

the 3rd day of June, 1902

Georg C. J. J. J.
Notary Public.

of the State of Maryland residing in Baltimore City



REVENUE-CUTTER SERVICE,

U. S. PRACTICE SHIP CHASE,

Arundel Cove, Md.

October 8, 1903.

The Secretary of the Treasury,
Washington, D.C.,

Sir;

In accordance with Department circular letter No. 4, dated October 5, 1903, I have the honor to report that my home address is, at present, ^{2445-18th Street, N.W.} No. 1111, M Street, N.W., Washington, D.C.

Respectfully,

F. C. Billard

2nd. Lieut. U.S.R.C.S.

Respectfully forwarded,

W. C. Reynolds
Captain, U.S.R.C.S.,

Commanding.



REVENUE CUTTER SERVICE,

U. S. STEAMER Practice Ship "Chase",

South Baltimore, Maryland.

October 21, 1904.

The Secretary of the Treasury,
Washington, D. C.

Sir:

1. I have the honor to acknowledge the receipt of Department letter of the 17th instant accompanying my commission as First Lieutenant in the Revenue Cutter Service of the United States.
2. I enclose oath of office properly executed as directed.

Respectfully,

1st Lieut., U.S.R.C.S.

Respectfully forwarded,

Captain, U.S.R.C.S.,

Commanding.



TREASURY DEPARTMENT

OFFICE OF THE SECRETARY

WASHINGTON

June 22, 1907.

The Honorable,

The Secretary of the Treasury.

Sir:

Referring to Department letter of the 21st instant (W.G.R.) directing me to proceed to New London, Conn. for duty in connection with the Harvard-Yale regatta on the 27th instant, I have the honor to request two days leave of absence en route under this order.

Respectfully,

First Lieutenant U.S.R.C.S.



UNITED STATES REVENUE-CUTTER SERVICE

OFFICE OF SUPERVISOR OF ANCHORAGES

ROOM 21, BARGE OFFICE

U. S. R. C. CALUMET,

NEW YORK, N. Y.

September 23, 1909.

The Honorable,

The Secretary of the Treasury,

Washington, D. C.

Sir:

I have the honor to inform the Department that, in accordance with the instructions contained in paragraph 1 of Department order of the 17th instant, I have this day reported to Senior Captain J. F. Wild, U. S. R. C. S., Acting Supervisor of Anchorages, for temporary duty in command of the CALUMET.

Respectfully,

First Lieutenant, U.S.R.C.S.,
Temporarily commanding.

Respectfully forwarded,

Senior Captain, U.S.R.C.S.,
Acting Supervisor of Anchorages.

2 10
June 22, 1910.

First Lieutenant F. C. Billard, U.S.R.C.S.,
Treasury Department.

Sir:

1. Proceed to Poughkeepsie, N. Y., so as to arrive at that place on the 24th instant and report in person to Senior Captain O. C. Hamlet, U.S.R.C.S., for duty as his aid during the Intercollegiate Regatta on the 25th instant. Then proceed to New York, N. Y., and to New London, Conn., arriving at the latter place on the 28th instant and report in person to Captain P. H. Uberroth, U.S.R.C.S., commanding the GRNSHAM, for duty as his aid during the Harvard-Yale Regatta on the 30th instant. Then return to your regular station and duties.

2. Actual necessary traveling expenses are allowed hereunder.

Respectfully,

W. B. ...
Assistant Secretary.

March 29, 1911.

First Lieutenant F. C. Billard, U.S.R.C.S.,
Treasury Department.

Sir:

1. You are detached from duty at the Department on May 6th, next. Then proceed to Honolulu, T. H., via the steamer sailing from San Francisco, Cal., on May 16th, and report to the commanding officer of the THEMIS for duty on that vessel.

2. Mileage is allowed from Washington, D. C., to San Francisco, Cal., and your actual necessary traveling expenses from San Francisco, Cal., to Honolulu, T. H., hereunder.

Respectfully,

Assistant Secretary.



101-2
70

May 6, 1911.

Captain C. S. Cochran, U.S.R.C.S.,

Commanding U. S. Revenue Cutter THETIS,

Honolulu, T. H.

Sir:

You are informed that First Lieutenant F. C. Billard,
U.S.R.C.S., has been ordered to duty on the THETIS and
directed to take passage for Honolulu on the steamer
leaving San Francisco, Cal., June 6, 1911.

Respectfully,


Acting Chief of Division.

November 21, 1912.

The Honorable

The Secretary of the Treasury,
(Division of Appointments.)

Sir:

I have the honor to recommend that the following promotions be made in the Revenue Cutter Service of the United States:

First Lieutenant Frederick Chamberlayne Billard to be a Captain, to rank as such from September 12, 1912, vice Captain Howard Miles Broadbent, promoted.

Second Lieutenant George Ellender Wilcox to be a First Lieutenant, to rank as such from August 27, 1912, vice First Lieutenant Albert Henry Buhner, retired.

Third Lieutenant Clarence Henry Dench, to be a Second Lieutenant, to rank as such from August 27, 1912, vice Second Lieutenant George Ellender Wilcox, promoted.

These officers have satisfactorily passed the prescribed examinations required by law.

Respectfully,

(Signed) E. P. BERTHELL *EB*

Captain Commandant.

W. M. Kern

, November 26, 1912.

First Lieutenant F. C. Billard, U.S.R.C.S.,
2445 - 18th Street, N.W.,
Washington, D.C.

Sir:

Proceed to Portland, Me., and assume command of the
ANDROSCOGGIN, timing your departure from Washington, D.C., so as
to arrive at Portland, Me., on December 5, 1912.

Respectfully,

(Signed) P. E. UBERROTE.

Acting Captain Commandant.

The travel necessary to carry out the foregoing instructions
is hereby authorized. Mileage is allowed.

(Signed)  Sherman Allen.
Assistant Secretary.



10

~~035~~

, November 29, 1912.

Commanding Officer, Eastern Division,
U.S. Revenue Cutter Service,
Boston, Mass.

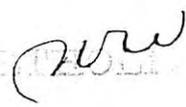
Sir:

You are informed that First Lieutenant F. C. Billard,
U.S.R.C.S., has been assigned to the command of the ANDROSCOGGIN,
and will arrive at Portland, Me., on December 5, 1912.

You will issue the necessary instructions to have the
ANDROSCOGGIN at Portland, Me., on that date, proving her presence
is not urgently needed elsewhere.

ZBy direction of the Secretary.

Respectfully,


Captain Commandant.

M. W. Stem

CAT. No. 1006.

OATH OF OFFICE.



(2616, 1757, R. S., AND ACT OF MAY 13, 1884.)

I, Frederick C. Belland, having been appointed
a Captain in the Revenue
Custom Service of the United States

do solemnly swear that I will use my best endeavors
 to prevent and detect frauds against the laws of the United States imposing
 duties upon imports.

And I do further swear that I will support and defend
 the Constitution of the United States against all enemies, foreign and
 domestic; that I will bear true faith and allegiance to the same; that I take
 this obligation freely, without any mental reservation or purpose of evasion;
 and that I will well and faithfully discharge the duties of the office on which
 I am about to enter. So help me God.

Frederick C. Belland

Subscribed to and subscribed before me
 this 2nd day of December, A. D. 1912

OFFICIAL
 SEAL.

2-2003

Virginia W. Bassett
 Notary Public



U. S. REVENUE CUTTER ANDROSCOGGIN

TREASURY DEPARTMENT

UNITED STATES
REVENUE-CUTTER SERVICE

Portland, Maine.

December 5, 1912.

REVENUE CUTTER SERVICE

The Honorable

The Secretary of the Treasury,
Washington, D. C.

Rec'd DEC 7 1912

Ans'd _____ No.

By *mw*

Sir:-

I have the honor to inform the Department that, in accordance with orders from the Captain Commandant, dated November 26, 1912 (10), I have this day at 3:30 p.m. assumed command of the U. S. Revenue Cutter ANDROSCOGGIN.

I have made a personal inspection of the vessel and find her clean, well kept, and properly equipped, and am satisfied that she is ready for any service.

Respectfully,

J. C. Dineen
Captain, U.S.R.C.S.,
Commanding.

Through Commanding Officer,
Eastern Division, U. S. Revenue Cutter Service,
Boston, Mass.

Respectfully forwarded:

H. M. Broadbent

Senior Captain, U. S. R. C. S.,
Commanding Eastern Division,
U. S. Revenue Cutter Service.

199 High Street,
South Portland,
Feb. 12, 1913.

To the Captain of the Androscoggin:

Dear Sir:-

In the absence of my parents I take the liberty of thanking you for the fine assistance rendered me by your men during the recent fire of Sunday the 9th.

Being very busy at the time in saving my home I had no means of attending to our marine property. But for the work of your men and those of the Cutter Woodbury all of our marine property would now be destroyed.

Although I cannot estimate the value of the marine gear correctly I can state that it is no under \$300.00 and is probably much more.

Outside of this my own personal property, my motor-boat I value at \$250.00. I ever remain
thankfully.

Yours,

Chester A. Kennedy.

1ST INDORSEMENT.



U. S. REVENUE CUTTER ANDROSCOGGIN

TREASURY DEPARTMENT

UNITED STATES
REVENUE-CUTTER SERVICE **REVENUE CUTTER SERVICE**

FILE

Portland, Maine.

Rec'd FEB 15 1913

February 13, 1913.

Respectfully forwarded to the Captain Commandant,
U. S. Revenue Cutter Service.

(Letter from Mr. Chester A. Kennedy of February 12, 1913, extending thanks for services rendered by men from ANDROSCOGGIN and WOODBURY in the protection of his property at a fire at Portland, Maine, on February 9, 1913.)

W. B. Broadbent
Captain, U.S.R.C.S.,
Commanding.

Through Commanding Officer, Eastern Division,
U. S. Revenue Cutter Service,
Boston, Mass.

Approved.

Respectfully forwarded:

W. B. Broadbent
Senior Captain, U. S. R. C. S.,
Commanding Eastern Division,
U. S. Revenue Cutter Service.

OATH OF OFFICE.

(2616, 1757, R. S., AND ACT OF MAY 13, 1884.)

I, Frederick C. Billant, having been appointed
 a Captain in the Revenue Cutter Service
(Designation.) (Compensation.)
of the United States,
(Office in which appointed.)

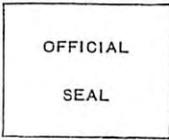
do solemnly swear that I will use my best endeavors to prevent and detect frauds against the laws of the United States imposing duties upon imports.

And I do further swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God.

Frederick C. Billant

Sworn to and subscribed before me

this 20 day of March, A. D. 1913



Arthur L. Chausworth
Special Deputy Collector

TAKE NOTICE.

2618 R. S., AND ACTS FEBRUARY 8, 1875, AND MARCH 2, 1895.—“That the oaths now required to be taken by subordinate officers of the Customs may be taken before the Collector of the Customs in the district in which they are appointed, or before any officer authorized to administer oaths generally, and the oath shall be taken in duplicate, one copy to be transmitted to the Secretary of the Treasury and the other to be filed with the Collector of Customs for the district in which the officer appointed acts. And in default of taking such oath, or transmitting a certificate thereof, or filing the same with the Collector, the party failing shall forfeit and pay the sum of two hundred dollars, to be recovered with cost of suit, in any court of competent jurisdiction, to the use of the United States.”

If the oath is taken before an officer authorized to administer oaths generally (except in the case of a Judge of the United States or a United States Attorney), such officer must affix his official seal, or in case he is not provided with a seal his authority to administer oaths and his official character must be duly certified.

(COPY)

Reproduced at the National Archives- STL

Sir:

19th January 1914.

I am directed by the Committee of Lloyd's to beg that you will move the Secretary of State for Foreign Affairs to be so good as to cause to be conveyed to the Government of the United States of America an expression of the Committee's gratitude for the valuable services rendered in October last by the United States Revenue Cutter "Androscoggin" to the British steamer "Templemore" which has been abandoned on fire, by towing her from a position in the North Atlantic where she was dangerous to shipping, to a safe anchorage in Boston harbour.

The Committee of Lloyd's desire also to express their admiration for the gallant conduct of Captain Billard and his officers in taking the "Templemore" in tow under most difficult circumstances, and in not relinquishing their task until the vessel was safely at anchor in Boston Harbour.

The Committee of Lloyd's feel that the services rendered by the United States Revenue Cutter "Androscoggin" have been of great value, not only to those who are interested in the hull and cargo of the "Templemore", but also to the whole of the vast interests involved in the carrying trade of the North Atlantic.

I have, etc., (Signed) E.F. Inglefield, Rear-Admiral

Secretary of Lloyds.

The Under Secretary of State,
Foreign Office.

(COPY)

Captain F.C. Billard.

British Embassy

No. 39.

Washington, February 5, 1914.

Sir:

I am instructed by His Majesty's Principal Secretary of State for Foreign Affairs to transmit to you the enclosed copy of a letter from the Secretary of Lloyd's, expressing the gratitude of the Committee of Lloyd's for services rendered in October last by the United States Revenue Cutter "Androscoogin."

The Secretary of State is glad to take this opportunity of conveying to you the warm thanks of British interests for the assistance thus rendered.

I have the honour to be,

With the highest consideration,

Sir,

Your most obedient, humble servant,

(Signed) Cecil Spring Rice.

The Honourable

W.J. Bryan,

Secretary of State,

etc., etc., etc.

10

February 14, 1914.

Captain F.C. Billard,
Revenue Cutter ALGONQUIN,
San Juan, P.R.

Subject: Letter from Secretary of
Lloyd's expressing appreciation for
assistance to British steamer
TEMPLEMORE.

Sir:

There is transmitted herewith copy of a letter, dated February 5, 1914, from Sir Cecil Spring Rice, enclosing copy of a letter, dated January 19, 1914, from Rear Admiral E.F. Inglefield, Secretary of Lloyd's expressing appreciation of the Committee of Lloyd's for assistance rendered the British steamer TEMPLEMORE in October last by the ANDROSCOGGIN, at that time under your command.

Respectfully,

(Signed) E. P. BERTHOUD
Captain Commandant.

Enclosure.

✓
P.H.N. [unclear]

April 14, 1914.

Captain F.C. Billard,
Revenue Cutter ALGONQUIN,
San Juan, P.R.

Subject: Preparatory orders to School
of Instruction.

Sir:

You are informed that it is the intention of the
Department to assign you to duty as Superintendent of
the School of Instruction about May 16, 1914.

Respectfully,

(Signed) E. P. BERTHOL *EPB*

Captain Commandant.

✓

PAU. EKS.

San Juan, P.R. April 25, 1914. 10

RevCutter, Treasury,
Washington,

CROSS FILE

Algonquin eight pm, thirty twenty seven, sixty seven forty eight.
Have made careful search for derelict without success. Will proceed
Bermuda coal and in absence of other instructions return SanJuan.
I apply for duty any vessel Mexican waters. Respectfully urge avail
ability this vessel. Could proceed from Bermuda direct and need only
clean bottom and clean boilers.

~~Billard~~

1005am

REVENUE-CUTTER SERVICE.
RECD. APR 25 1914
ANSD. 27

April 28, 1914.

Captain F.C. Billard,
~~Revenue Cutter ALGONQUIN,~~
San Juan, P.R.

Subject: Assignment to School of
Instruction.

Sir:

You are detached from the ALGONQUIN on May 16, 1914, upon which date you will take passage on the steamer sailing from San Juan, P.R. for New York, N.Y., and proceed to New London, Conn. for duty as Superintendent of the School of Instruction, relieving Captain W.V.E. Jacobs, stopping en route at the Department, Washington, D. C.

Respectfully,

(Signed) E. P. BERTHOLD *EB*
Captain Commandant.

The travel necessary to carry out the foregoing instructions is hereby authorized. Actual necessary traveling expenses from San Juan, P.R. to New York, N.Y., and mileage from New York, N.Y. to Washington, D.C., and Washington, D.C. to New London, Conn., are allowed.

(Signed) Byron R. Newell *BN*

Assistant Secretary.

✓
PKM (M) E.H.S. E.M.B



U. S. REVENUE-CUTTER

TREASURY DEPARTMENT

UNITED STATES
REVENUE-CUTTER SERVICEALGONQUIN

San Juan,

Porto Rico,

May 9, 1914.

The Captain Commandant,

U.S. Revenue-Cutter Service,
Washington, D. C.Subject: Assignment to School
of Instruction.

Sir,

1. The receipt, this day, is acknowledged, of your order of April 28, 1914 (10), detaching me from the ALGONQUIN on May 16, 1914, and directing me on that date to take passage on the steamer sailing from San Juan, P.R., for New York, N.Y., and proceed to New London, Conn., for duty as Superintendent of the School of Instruction, relieving Captain W.V.E. Jacobs, stopping en route at the Department, Washington, D.C.

2. Having ascertained that there is no steamer sailing from Porto Rico for New York on the 16th instant, and none subsequent to that date until the 20th instant, I have, today, transmitted the following cablegram:

"Revenue-Cutter, Treasury, Washington:
Arrived. Referring my orders steamer thirteenth then none till twentieth. Request modification orders permit taking steamer thirteenth.
(Signed) Billard,"

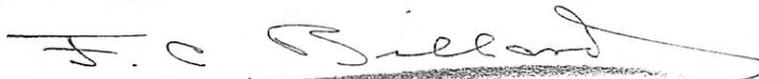
which is hereby confirmed. In reply to the above the

following cablegram has been received:

"Billard.proceed thirteenth. (Signed) Bertholf."

I. I shall, accordingly, leave San Juan for New York on the steamer scheduled to sail may 13, 1914.

respectfully,

A handwritten signature in cursive script, appearing to read "F. C. Billard", written over a horizontal line.

Captain.

10

May 19, 1914.

Captain F.C. Billard,
Treasury Department,
Washington, D.C.

Subject: Amending Department order
of April 28, 1914.

Sir:

Proceed to South Baltimore, Md. and report to the
commanding officer of the Depot for (temporary) duty in
command of the ITASCA. Department order of the 28th
ultimo is amended in accordance herewith.

You are granted leave of absence for three days
en route hereunder.

Respectfully,

(Signed) E. B. BERTHOLF

Captain Commandant.

The travel necessary to carry out the foregoing instructions
is hereby authorized. Actual necessary traveling expenses are
allowed.

(Signed) Byron R. Newton.

Assistant Secretary.

X
W. H. S. E. P. B.

10

September 21, 1914.

Captain F.C. Billard,
Commanding Revenue Cutter ITASCA,
New London, Conn.

Subject: Assignment to ACADEMY.

Sir:

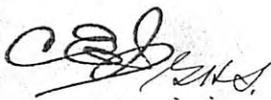
You are detached from command of the ITASCA on September 30, 1914, and directed to resume your regular duties as Superintendent of the Revenue Cutter ACADEMY, at New London, Conn., relieving Third Lieutenant J.F. Farley, Jr., in charge of the reservation.

By direction of the Secretary.

Respectfully,

(Signed) E. P. BERTHOLE

Captain Commandant.



13

October 25, 1915.

Superintendent,
Coast Guard ACADEMY,
New London, Conn.

Bullard

Subject: Report on practice cruise,
1915.

Sir:

Your report upon the practice cruise of 1915, dated 13th instant, has been received. The details of practical instructions afforded to the members of the various classes have been carefully noted, together with your remarks upon the interest evinced by the cadets in their work, the proficiency attained by them and the smartness of their appearance in general.

All of these matters are particularly gratifying to Headquarters and this office wishes to express its appreciation of the manner in which you and the other officers attached to the ACADEMY have applied yourselves to your several tasks, and to assure you of the hearty cooperation of Headquarters in furthering the interests of the ACADEMY.

Respectfully,

EPB

Captain Commandant.



COAST GUARD ACADEMY

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

NEW LONDON, CONN., January 14, 1916.

Captain Commandant,
Coast Guard,
Washington, D. C.

Subject: Photograph.

Sir:

1. In accordance with the request contained in Headquarters letter of December 10, 1915, (10), I am forwarding today, under separate cover, a photograph of myself in the uniform of my present grade.

Respectfully,

[Handwritten signature]
Captain.



COAST GUARD CUTTER

ITASCA

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

New London, Conn.,

August 31, 1916.

FILE
C. E. J.

Captain Commandant,
U. S. Coast Guard,
Washington, D. C.

U. S. COAST GUARD
REC'D SEP 2 1916
ASST.

Subject: leave of absence.

Sir:

1. In response to the request contained in my telegram of the 28th instant, I was granted, by Headquarters telegram of the same date, one day's leave of absence on the 29th instant. My reason for requesting this leave was to enable me to accompany, on a visit, to the Military Academy at West Point, Captain Bang of the Danish Cavalry, recently Aide de Camp to the Governor of the Danish West Indies, who had extended many courtesies to the officers of this ship during our visit to St. Thomas in June. We were received with every courtesy at West Point, being escorted through the Military Academy by Cavalry officers specially detailed for that duty, and I believe that the marked courtesy shown us was intended as an honor not only to a visiting foreign officer, but also to my official position as Superintendent of the Coast Guard Academy.

2. Conditions were such that my return to the Coast Guard Academy was deferred until 6.30 p.m., of the 30th

Handwritten notes:
J. W. ...
C. E. J.
1916

instant, thus necessitating, under the provisions of article 706 of the Regulations, an additional day's leave, which additional day I was on leave under authority of article 709 of the Regulations.

Respectfully,

F. C. Billard

Captain. . .



COAST GUARD ACADEMY

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

NEW LONDON, CONN.

February 7, 1917.

Captain Commandant,
U. S. Coast Guard,
Washington, D. C.

U.S. COAST GUARD
REC'D FEB 8 1917
ANS'D By

Subject: Application for active duty afloat
in the event of war.

Sir:

In the event that a state of war is declared to exist between the United States and any other power I request to be assigned to active duty afloat, and I ask that this application be duly considered in connection with any plans that Headquarters may make looking to the possible occurrence of war.

Respectfully,

F. C. Billard

Captain.

Billard



COAST GUARD ACADEMY

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

NEW LONDON, CONN.

March 31, 1917.

Captain Commandant,
U. S. Coast Guard,
Washington, D. C.

U. S. COAST GUARD
REC'D APR 3 1917
ANS'D BY

Subject: Application for assignment in
event of war.

Sir:

1. In view of the seeming probability that the Coast Guard will shortly be mobilized to operate as part of the Navy in time of war, I request to be assigned, in such a contingency, to a command afloat.

2. In support of this application I beg to invite attention to the following:

(a) I have very nearly completed a three-year tour of duty as Superintendent of the Academy, having entered upon this duty on June 1, 1914.

(b) I am one of the younger officers on the present list of Captains.

(c) During the abnormal conditions incident to a state of war, necessitating, for example, the omission of the practice cruise, I do not consider it essential, or appropriate, to retain an officer in the grade of Captain, on the active list, on this duty. (See my letter of this date regarding personnel of the Academy in the event of war.)

2. With a high appreciation of the honor shown me by Headquarters

in my detail as Superintendent of the Coast Guard Academy, I ask that
I be given command of a ship if a state of war is declared.

Respectfully,

J. C. Bueland

Captain.

Wilmington, N.C.

22nd February 1918.

650
71

CLERK
FILE

Captain F. C. Billard,

U. S. S. ONONDAGA
Wilmington, N.C.

File in Capt Billard's record
71

Sir:

I desire to put on record our appreciation and grateful thanks for the kindness extended to us by yourself, officers and crew.

My vessel H.M.T. "Veturia" became a total loss on Hatteras Shoals 20th inst.

You answered our S.O.S. and the seamanship displayed in the conduct of our rescue, during that night, from a dangerous situation, in an increasing N.E. wind, was much admired. We desire to specially mention the boats crew who made no less than seven trips in removing the 47 persons on board, and who handled their boat superbly. Please convey to them our deep appreciation.

We shall always retain a kindly feeling towards the Commander, officers and crew of the U.S.S. "ONONDAGA".

Believe me Sir,

Sincerely yours,

Frank Mills.

late Commander H.M.T. "Veturia."

N. S. O. 14.

DESPATCH.

FILE 601-71

3dn da 30 Collect Govt
(Reference.)

NAVY DEPARTMENT
COAST GUARD

U. S. COAST GUARD

(Bureau or office.)

REC'D FEB 23 1918

WASHINGTON.

ANS'D

BY

Wilmington N N C Feb 22-18, 191

(Class of message.)

OFFICIAL FILE COPY

Coast Guard

Washington DC.

Planned for with Capt. ...

Onondaga arrived this forenoon period. While on passage rescued yesterday entire crew forty seven in all from British Transport VENTURIA ashore on Hatteras shoals

Ballard.

Ray

*Capt. Condit ✓
Cpx.*

See Boatman's Chaser Martine's ...

72

Received

~~Forwarded~~ 2/22-18 135PM m. 3DN DA 30 Coll Gvt
(Date.) (Time.) (Number.) (Operator.) (Check.)

Leased.
(Telegraph system.)

(Officer on watch.)
(Communication office.)

(FILE COPY.)

JHM

71

N L.20689.

ADMIRALTY

20 May, 1918.

The Secretary
Admiralty Whitehall London S.W.1.

File in Capt. Billard's record 71

The Force Commander.
United States Navy.

My Lords Commissioners of the Admiralty having had under Their consideration the circumstances respecting the loss of the S.S. VETURIA on the 20th February last, I am to request that you will convey to the officers and men concerned an expression of their great appreciation of the very valuable services rendered by the United States Coast Guard vessel ONONDAGA in rescuing the crew.

/s/ O.MURRAY.

650
71
✓

In reply refer to Initials
and No.

NAVY DEPARTMENT

OFFICE OF NAVAL OPERATIONS

MAY 23 1918

Op-14-B-E1 5/23
C-3-482

WASHINGTON

File in Capt. Billard's record 71
FIRST ENDORSEMENT

U. S. COAST GUARD

REC'D

MAY 27 1918

ANS'D

5/29/18 BY [Signature]

From: Chief of Naval Operations.

To: Captain Commandant,
Coast Guard Service,
Munsey Building, Washington, D.C.

Subject: Rescue of crew of S/S VETURIA by USS
ONONDAGA.

Reference: (a) Letter of Gow. Harrison & Co.,
Glasgow, May 2nd, 1918, to Secretary
of the Navy.

1. Forwarded. No action has been taken in
this matter by this Department.

H. B. [Signature]

MAY 23 1918

[Handwritten marks]

680
71

AC

24 May, 1918.

File in Capt. Billard's record 71

FROM: Force Commander.
TO : Commanding Officer, U.S.S. ONONDAGA.
VIA : Commander, Patrol Squadron based on Gibraltar.
SUBJECT: Commendation by British Admiralty.

1. The Force Commander takes pleasure in forwarding the attached letter from the British Admiralty concerning the assistance rendered by the ONONDAGA to the s.s. VETULLIA on 20th February last.

71

650
71

May 29, 1918.

File in Capt. Pellard's record 71

Gow, Harrison & Company,
8 Gordon Street,
Glasgow, Scotland.

Subject: Rescue of crew of S.S. VETURIA by Coast Guard Cutter
ONONDAGA.

Reference: (a) Your letter of May 2, 1918.

Gentlemen:

1. This office desires to express its gratification at the receipt of your letter indicated in Reference (a) above, in which you testify to the admirable conduct of the officers and crew of the U.S.S. ONONDAGA in relation to assistance rendered your steamer VETURIA, February 20, 1918.

2. A copy of your letter has been furnished to the ONONDAGA.

Respectfully,

(Signed) *[Signature]*
Captain Commandant.

X

[Signature]

D. ...

May 29, 1918.

File in Capt. Billard's record 71

From: Captain Commandant.
To: Superintendent, Academy.

Subject: Rescue of crew of S.S. VETURIA, Feb. 20, 1918.

Inclosure: (a) Copy of letter from Gow, Harrison & Co., Glasgow,
dated May 2, 1918.

1. Forwarded for your information.

(Signed) *[Handwritten Signature]*

[Large handwritten X mark]

[Handwritten signature]

~~Annual Report
Billard~~

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

In reply refer to No.
N-32/WFB-A 71
36339-1
June 15, 1918.

2nd Endorsement.

To: The Captain Commandant
U. S. Coast Guard Service

*Please file in Capt's
Billard's record 71*

U. S. COAST GUARD
REC'D JUN 18 1918
ANS'D BY

FILE
C.L.

SUBJECT: Commendation by British Admiralty of
U. S. S. Onondaga.

- 1. Forwarded for file with the efficiency record of
the Commanding Officer, U. S. S. Onondaga.

Wm J. ...

*After annual reports compiled,
file with Capt Billard's
record.*



OFFICE OF
THE SUPERINTENDENT
COAST GUARD ACADEMY

NAVY DEPARTMENT

UNITED STATES COAST GUARD

NEW LONDON, CONN.

July 17, 1918.

U.S. COAST GUARD
REC'D JULI 21 1918
ANS'D

By

From: Captain Frederick C. Billard, U. S. Coast Guard.
To: Selection Board, Navy Department, via Captain Commandant,
Coast Guard.

Subject: Record.

Reference: (a) ALNAV Dispatch, Ninety-nine.

1. As authorized by Reference (a), I desire to invite the attention of the Board to certain matters affecting my record which I deem important in the consideration of my case.

2. Since June 1, 1914, I have been assigned to duty as Superintendent of the Coast Guard Academy and in command of the practice ship attached thereto. In this duty I have been responsible, under the supervision of the Captain Commandant, for the proper instruction and training of cadets to qualify them to become commissioned officers of the line and engineer corps of the Coast Guard. All line and engineer officers of the Coast Guard are commissioned only after graduation from the Coast Guard Academy.

3. A proper administration of this school, from whence come all the commissioned line and engineer officers of the Coast Guard, presupposes the detail as Superintendent of an officer of some capacity and ability whose professional reputation and standing compare favorably with those of other officers eligible to such detail. In addition to administering the affairs of the Academy on shore, the Superintendent goes to sea in command of the practice ship where it is certainly to be expected that he will be able to demonstrate before cadets a standard of professional ability and efficiency in command that they may fittingly emulate.

4. As the members of the Board are possibly not familiar with the high standards of instruction and discipline that have characterized the Coast Guard Academy for many years, I venture to state that this school is to the same degree responsible for the efficiency of the commissioned personnel of the Coast Guard as is the Naval Academy for the efficiency of the commissioned personnel of the Navy. And I think the statement will not be controverted that it is precisely as important for the efficiency of the Coast Guard that an officer be detailed as

Superintendent of the Coast Guard Academy whose professional reputation compares favorably with that of other officers of his grade in the Coast Guard as it is important for the efficiency of the Navy that an officer be detailed as Superintendent of the Naval Academy whose professional reputation compares favorably with that of other officers of his grade in the Navy. I am sure that officers of the Coast Guard, generally, recognize the importance of assigning a Captain of established professional reputation as Superintendent of the Coast Guard Academy and I have no reason to suppose that the Captain Commandant of the Coast Guard has not also recognized it and been governed accordingly in making the detail.

5. I presume to assert that, in my opinion, for the efficiency of the Coast Guard, no officer should be assigned as Superintendent of the Coast Guard Academy whose professional ability and reputation in the Coast Guard are not of such a character as would reasonably entitle him to be considered as one of the twelve officers in his grade best qualified for promotion by selection. I do not presume to assert that I, personally, have measured up to the standards that the commanding officer of this school should exemplify. That I have performed this important duty at least to the satisfaction of the Captain Commandant of the Coast Guard may, perhaps, be inferred from the fact that I have been continued thereon for more than four years, a period longer than the normal assignment to shore duty, and notwithstanding my application for sea duty submitted to Coast Guard Headquarters promptly upon the declaration of war by the United States.

6. But - and herein lies my reason for bringing this matter to the attention of the Board - there is, in so far as I know, nothing whatever on my record at Coast Guard Headquarters, other than the fact of my long continuance here, to indicate whether the performance of my duty in administering and developing this Academy has been poor, indifferent, fair or excellent.

7. Since the transfer of the Coast Guard to the Navy Department, nearly all the Captains in the Coast Guard have served under the command of senior officers of the Navy and, doubtless, reports as to their fitness and professional qualifications have been duly submitted by such superior officers. For the past four years I have been serving under the direction of no officer of the Navy and of no officer of the Coast Guard other than the Captain Commandant. The result is that, covering such period, no reports of professional fitness whatever have, to my knowledge, been submitted in my case. This fact, I consider, places me at an undeserved disadvantage in comparison with other Captains whose records doubtless include commendatory reports by their superior officers.

8. I, therefore, respectfully request that the Board call upon the Captain Commandant of the Coast Guard for an official report on my professional fitness as demonstrated in the performance of my duty as

Superintendent of the Coast Guard Academy to the end that the Board may be informed as to my professional qualifications as fully as in the cases of other Captains in the Coast Guard who have been reported upon by their immediate superiors.

F. C. Billard

1st Indorsement.
Coast Guard Headquarters.
Washington, July 20, 1918.

71

From: Captain Commandant.
To: Selection Board.

Subject: Captain F.C. Billard, U.S.C.G., absence of efficiency reports.

1. Forwarded.

E. Bert Hoff

Please file in Capt. Billard's record

~~7~~

1st Indorsement.
Coast Guard Headquarters.
Washington, July 25, 1918.

650
71

From: Captain Commandant.
To: Navy Department (Operations).

Subject: British Admiralty express their thanks for services rendered by U.S.C.G. ONONDAGA in assisting the crew of the British Steamship VETURIA.

- 1. Returned, contents noted.

(Signed) *JMK* G. M. Maxam.

By direction.

~~_____~~

CBJ

U. S. COAST GUARD

REC'D. AUG 10 1918

63
H-51/76

AUG 8 1918

TO: Captain

SUBJECT: ~~Frederick W. Hilliers, U.S.C.G.,
Capt., Coast Guard Academy, New London, Conn.~~

1. Your detachment from duty at your present station and from such other duty as may have been assigned you, is effective as indicated below; and you will proceed to the destination given via New York, N.Y., for the following duty.

2. ~~Hereby detached to London, England, and report to the~~
~~Commander U. S. Naval Forces Operating in European Waters for~~
~~such duties as may be assigned you.~~

3. You will request the Pay Officer procuring your transportation to inform the Bureau of Navigation, Navy Department, Washington, D. C. by means of a coded despatch of the name of the vessel on which you will take passage and date of sailing. This information should be forwarded as soon as your vessel sails.

4. This employment on shore duty beyond the seas is required by the public interests.

5. Furnish immediately the Identification Section, Bureau of Navigation, Navy Department, your photograph (unmounted 3x3) in uniform, age in years and months, height in feet and inches, weight, color of eyes, hair and complexion for an identification certificate. It is absolutely necessary that you have this certificate before sailing.

6. Inform the Disbursing Officer, Third Naval District, by despatch of the probable date of your arrival at New York, N. Y.

7. You are hereby authorized to delay for a period of fourteen days in carrying out the above orders. This delay counts as leave and you will inform the Bureau of Navigation of the dates of commencement and expiration thereof and keep it advised of your address. S. Nav. Forces Op. in Europ. Waters
Disb. Officer, Third Naval District.
(Confirming despatch)

JOSEPHUS DANIEL

Captain Commandant, Coast Guard.

Comdt., Second Naval District.

Navy Department
Washington.

To: Captain
Frederick C. Billard, U.S.C.G.
Supt., Coast Guard Academy, New London, Conn.

SUBJECT: Change of duty.

1. Your detachment from duty at your present station and from such other duty as may have been assigned you, is effective as indicated below; and you will proceed to the destination given via New York, N. Y., for the following duty.

Hereby detached; to London, England, and report to the Commander, U. S. Naval Forces Operating in European Waters for such duties as may be assigned you.

2. The Disbursing Officer, Third Naval District, #280 Broadway, New York, N. Y., is hereby authorized to secure the necessary transportation for you from New York, N. Y., to a port in Europe.

3. You will request the Pay Officer procuring your transportation to inform the Bureau of Navigation, Navy Department, Washington, D. C. by means of a coded despatch of the name of the vessel on which you will take passage and date of sailing. This information should be forwarded as soon as your vessel sails.

4. This employment on shore duty beyond the seas is required by the public interests.

5. Furnish immediately the Identification Section, Bureau of Navigation, Navy Department, your photograph unmounted 3x3 in uniform, age in years and months, height in feet and inches, weight, color of eyes, hair and complexion for an identification certificate. It is absolutely necessary that you have this certificate before sailing.

6. Inform the Disbursing Officer, Third Naval District, by despatch of the probable date of your arrival at New York, N. Y.

7. You are hereby authorized to delay for a period of fourteen days in carrying out the above orders. This delay counts as leave and you will inform the Bureau of Navigation of the dates of commencement and expiration thereof and keep it advised of your address.

(Confirming despatch)

(Signed) Josephus Daniels.

Copy to:

- Bu.Nav. (Identification Section). Captain Commandant, Coast Guard.
- Comdr. U. S. Nav. Forces Op. in Europ. Waters.
- Disb. Officer, Third Naval District. Comdt., Second Naval District.

U.S. S. PANTHER 11 November 1918.
Travel expense \$44.15 paid this date, WILLIAM Lt. Comdr. Pay c. U.S.N.
Supply Officer.

COPY.

11271

1st ENDORSEMENT U. S. RECEIVING SHIP AT LIVERPOOL 3 Sept 1918.

1. In accordance with instructions from Vice-Admiral Sims, USN, proceed to London, England, and report to Force Commander, for such duty as may be assigned.

2. The Supply Officer will furnish transportation to London, England.

(Signed) E. S. Bisset,
Commander U.S.N.(Ret) Comdg.

2nd endorsement.

S-1 32500

U. S. Naval Forces Operating in European Waters,
U.S.S. MELVILLE, Flagship.
London, England.

4 September 1918.

From: Force Commander.
To: Captain Frederick C. Billard, U.S.C.G.
U. S. Naval Headquarters, London, England.

1. Reported.
2. Proceed to Brest, France, and report to the Commander, U. S. Naval Forces in France, for such duty as may be assigned.
3. The travel involved is required by the public interests and is hereby authorized.
4. Keep a memorandum of the travel so performed and the expenses incurred therein and submit claim in accordance with Navy Regulations.

Copies to:
Eunav 2.
Files 1.

(Signed) H. P. Stark.
By direction.

U. S. NAVAL FORCES OPERATING IN EUROPEAN WATERS
FORCES IN FRANCE

U. S. S. PROMETHEUS, FLAGSHIP.

Brest, France.
11 September, 1918.From: Commander U. S. Naval Forces in France.
To: Captain Frederick C. Billard, U.S.C.C.

Subject: Orders.

1. Reported. Proceed to Rochefort, France, and report to the District Commander at that place and when directed by him proceed to such port in which the U.S.S. APHRODITE may be and report to the Commanding Officer of that vessel for duty as his relief.
2. The travel involved is required by the public interests.

(Signed) Wilson.

Copies to:

Force Comdr. (3)
File (1)

4th Indorsement U. S. Naval Port Office

12th September, 1918.

1. Reported and will further proceed to Pauillac, France to join the U. S. S. APHRODITE.
2. Purchasing and Disbursing Officer, Port Office will supply necessary transportation.

(Signed) P. P. Craft.

Naval Port Officer.

Naval Port Office, Bordeaux,
September 12th, 1918

Transportation furnished from Bordeaux to Pauillac, cost not known.

(Signed) Lawrence Harvey.

COPY.

-----Endorsement

Reproduced at the National Archives- STL

U. S. S. Aphrodite,
September 13, 1918.

From: Commanding Officer,
To: Captain F. C. Billard, U.S.C.G.S.

1. Reported.

(Signed) A. P. Turnbull.

U. S. NAVAL FORCES OPERATING IN EUROPEAN WATERS.
U.S.S. Corsair, Flagship...

Telephone Victoria 9110
Cable Address "Simstius."

30 Grosvenor Gardens,
London S.W. 1

April 17, 1919.

Reference No. S-1

FROM: Force Commander.
TO: Captain F. C. Billiard, U.S.C.G.,
U. S. Naval Hospital, London, England.

SUBJECT: Orders.

1. When discharged from U. S. Naval Hospital, London, you will proceed to your home in the United States, via Paris, and Brest, France.
2. Upon arrival Brest, France, report to Commander U.S. Naval Forces in France for passage to the United States.
3. Upon arrival at your home, report to Bureau of Navigation by dispatch, giving your local address and date of your arrival in the United States, and await orders.
4. Upon arrival Paris, France, you are hereby authorized to delay seven days, or any portion thereof you may desire.
5. Upon arrival in the United States, you are hereby authorized to delay ten-days prior to proceeding to your home.
6. The travel involved is required by the public interests and is hereby authorized.
7. Keep a memorandum of expenses incurred in travel so performed and submit claim in accordance with Navy Regulations.

(Signed) F. C. Allen.
By direction.

Copies:
Bunav 2
Files 1

Rec'd April 18, 1919, at 2:00 p.m.
F. C. Billiard, Capt. U.S.C.G.

1st Endorsement.
 U. S. NAVAL FORCES OPERATING IN EUROPEAN WATERS - FORCES IN FRANCE.
 U. S. S. Bridgeport, Flagship.

26 April, 1919.
 Brest, France.

From: Commander U. S. Naval Forces in France.
 To: Captain F. C. Billard, U.S.C.G.

1. Reported.
2. Take passage on the U.S.S. GEORGE WASHINGTON.

(Signed) G. P. Simpson.
 By direction.

2d Endorsement.
 U.S.S. George Washington,
 Hoboken, N. J., May 5, 1919.

1. Reported on board this vessel for transportation and subsistence at Brest, France, 26 April, 1919.
2. Passage completed this date.
3. Carry out orders.

(Signed) F. McCauley, Jr.,
 Captain, U. S. N.,
 Commanding.

U. S. S. GEORGE WASHINGTON,
 5 May, 1919.

I certify that I have received subsistence in the Officer's Mess of the U. S. S. GEORGE WASHINGTON for the period 26 April, 1919, to 5 May, 1919, both dates inclusive.

(Signed) F. C. Billard.
 Captain, U. S. C. G.

1616 Hobart Street,
Washington, D. C.
June 13, 1919.

The Honorable,

The Secretary of the Treasury.

Via: Commodore Commandant, U. S. Coast Guard.

Subject: Appointment as Commandant, U. S. Coast Guard.

Inclosure: Copy of letter to Secretary of the Navy.

Sir:

1. I have the honor to inclose a copy of my letter of this date to the Secretary of the Navy, under whose Department the Coast Guard is now operating, requesting that my name be recommended to the President for appointment as Commandant of the U. S. Coast Guard upon the occurrence of a vacancy in that office.

2. It is respectfully requested that you will consider my record and reputation in the Coast Guard and that the application referred to may receive your approval.

Respectfully,

F. C. Billard.
Captain, U. S. Coast Guard.

U. S. COAST GUARD

1616 Hobart Street,
Washington, D.C.
13 June, 1919.REC'D JUN 16 1919 By
ANS'DFrom: Captain F. C. Billard, U. S. Coast Guard.
To: Secretary of the Navy.
Via: Commodore Commandant, U. S. Coast Guard.

Subject: Appointment as Commandant, U. S. Coast Guard.

1. I have the honor to request that my name be recommended to the President for appointment as Commandant of the U. S. Coast Guard upon the occurrence of a vacancy in that office.
2. Attention is respectfully invited to my record of 25 years in the Service and to my reputation and standing among the commissioned and enlisted personnel of the Coast Guard. This record includes sea duty on the Atlantic coast, on the Pacific coast, in the Gulf of Mexico, and in the waters of Alaska, the Hawaiian Islands, and the West Indies.
3. I have served as Aide to the Commandant of the Revenue-Cutter Service at Headquarters in Washington where I became thoroughly familiar, and closely in touch, with the administration of the Service as then conducted. My service includes a tour of duty of four years as Superintendent of the Coast Guard Academy from which I was detached in accordance with my expressed wish for active duty afloat in time of war.
4. During the present war I have superintended the training of cadets and a large number of enlisted men for the Coast Guard and have commanded the U. S. S. APHRODITE, operating in European waters.

F. C. Billard
F. C. Billard.

39862-11
JUN 16 1919

M...

1st Indorsement.
Coast Guard Headquarters.
Washington, June 17, 1919.

71
JUN 19 1919
NAVY DEPARTMENT

From: Commodore Commandant.
To: The Secretary of the Navy.

Subject: Captain F.C. Billard, application appointment as captain
commandant, Coast Guard.

1. Forwarded.
JUN 18 1919
28762-579

E. P. Bertholf
E. P. BERTHOLF

OFFICIAL
I. A. C.
SOL.
C. G.
ASST.
DIVISION OF RECORDS
SECRETARY'S OFFICE
RECEIVED
JUN 20 1919
NAVY DEPARTMENT
File

202
17

FILE
H.G.H.

FILE
H.G.H.

June 14, 1921.

From: Commandant.
To: Lieutenant Commander F. C. Billard, present.
Subject: Orders, mileage; leave of absence.

1. You are assigned to duty ⁱⁿ command of the patrol force at the Harvard-Yale regatta to be held at New London, Connecticut, June 24, 1921.
2. ^{NYH} The following vessels have been directed to report to you at New London, Connecticut, on the 23rd instant:

GENSHAM
ACSHNET
MANHATTAN
HANN
QULE

3. Proceed to New London, Connecticut, in sufficient time in advance of the date set for the regatta to make the necessary preliminary arrangements. This is in addition to your regular duty.
4. Upon the completion of the duty herein assigned return to Washington, D. C., and resume your regular duty. You are granted ^{twelve} ~~five~~ days leave en route from New London, Connecticut, under these orders.

twelve

Hess

W. E. Reynolds.

[Handwritten signature]

The travel necessary to the execution of the foregoing orders is hereby authorized. Mileage is allowed.

(Signed) J. E. Moyle
Assistant Secretary.

[Handwritten signature]

Copy to: Accounts.

June 13, 1923.

From: Commandant.
To : Commander F. C. Billard (Present).
Subject: Movement orders; mileage.

1. On June 20, 1923, proceed to New London, Conn., and assume command of the special squadron of Coast Guard cutters to be assembled at that place for patrol of the Yale-Harvard Regatta on June 22, 1923.

2. On completion of this duty at New London, Conn., release the cutters from further duty at New London, Conn., and direct the several commanding officers to return to station with their commands and resume regular duty.

3. You will then proceed to Poughkeepsie, N. Y., and report in person on June 28, 1923, to Captain B. L. Reed, Commander of the New York Division, for duty in connection with the regatta to be held at Poughkeepsie, N.Y., on that date.

4. On the completion of these duties, return to Washington, D.C., and resume your regular duties.

W.V.E. Jacobs,
Acting.

The travel incident to the execution of the foregoing orders is hereby authorized. Mileage is allowed.

(Signed) McKim's Mess
Assistant Secretary.

Copy to:
Accounts. ✓
Comdr., New York Division. ✓

X

Alm *AD* *C. B. Rom* *W. V. E. Jacobs* M.V.

23 June 1923.

Memorandum for
ADMIRAL REYNOLDS,
Commandant, U. S. Coast Guard:

I have just returned from New London.

You will be gratified to know that the Coast Guard, under the direction of Commander F. C. Billard, did a fine piece of work yesterday in the handling of the Harvard-Yale Regatta on the Thames River.

The Chairman and other members of the Committee in charge, the Referee, Assistant Referee and judges, as well as many Yale and Harvard men who were much interested took occasion to commend Captain Billard's excellent work, and one said he did not see how the annual boat races could be pulled off if it were not for Captain Billard, that he knew his business and took care of the course and handled all the boats, etc., in an ideal manner.

From what I saw yesterday, I believe this is true. I think that Captain Billard and the officers and men under him should be commended for their excellent work.

I also desire that this memorandum be placed with the efficiency record of Captain Billard.

(Signed) Edward Clifford.

Edward Clifford
Assistant Secretary.

COPY FOR CAPTAIN BILLARD.

September 27, 1923.

From: Commandant.
To: Commander F.C. Billard, Headquarters.
Subject: Travel; orders.

1. Proceed to St. Louis, Mo.; Milwaukee, Wis., if practicable; Chicago, Ill.; Detroit, Mich.; Buffalo, N.Y., and New York, N.Y., on official business of the Coast Guard. Upon the completion of this duty, return to Washington, D.C., and resume your regular duty.

Reynolds

W. E. REYNOLDS.

The travel necessary to the execution of the above order is authorized. Mileage is allowed.

(Signed) *W. E. Reynolds*

Assistant Secretary.

Reynolds



W. E. Reynolds
67 E 74m
W. E. Reynolds

91-251

November 23, 1920.

From: Comptroller.
To: Comptroller W. C. Sullivan, present.
Subject: Orders, always and actual expenses.

1. You are directed to proceed to Ottawa, Canada, on official business connected with the Coast Guard, and you will perform duty there under the direction of the Assistant Secretary of the Treasury having supervision of the Coast Guard.

2. Upon completion of this duty, return to Washington, D. C., and resume present status.

W. F. M. MOSS,
 Acting.

The travel necessary to the execution of the foregoing order is hereby authorized. Mileage is allowed for travel involved within the limits of the United States, and actual expenses for travel involved outside the limits of the United States.

(Signed) McKenzie Moss

Assistant Secretary.

ACCEPTANCE.

Washington, D.C.,

January 11, 1924., 192

SIR: I hereby accept the appointment as Commandant, with the rank of Rear
Admiral in the U. S. Coast Guard,
dated _____, 192 , with rank as such from January 11, 1924, and transmitted
by Headquarters letter dated _____, 192

Respectfully,

SC Billard

Commander, U. S. Coast Guard

To the SECRETARY OF THE TREASURY.

PAY AND ALLOTMENT
OFFICE
U. S. COAST GUARD

POSTED

OATH OF OFFICE.

(2616, 1757, R. S., and Act of May 13, 1884.)

Having been appointed Commandant, with the rank of Rear Admiral
in the U. S. Coast Guard,

I, Frederick Chamberlayne Billard, do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God.

And I do further swear (or affirm) that I will use my best endeavors to prevent and detect frauds against the laws of the United States imposing duties upon imports. So help me God.

SC Billard

Subscribed and sworn to before me this 11th day of January, 1924., 192

Charles Harrington

The annexed blanks are to be filled by all officers subscribing to the above oath.

PLACE OF BIRTH.		STATE OR TERRITORY OF WHICH A CITIZEN.	DATE OF BIRTH.
CITY, PARISH, OR COUNTY.	STATE.		
Washington, D. C.		District of Columbia	Sept. 22, 1873.

This oath shall be taken before the Commanding Officer of a Coast Guard cutter, if practicable, or before a Collector of Customs or officer authorized to administer oaths generally.

July 16, 1924.

F. C.

Rear Admiral/Billard,
Commandant of the Coast Guard,
Washington, D. C.

Sir:

Proceed on the APACHE to the Coast Guard Depot, Curtis Bay, Maryland, for conference with the commandant of the Depot in connection with Coast Guard operations at that place. On completion of this duty return to Washington, D. C., by rail and resume your regular duties. The public interest requires this travel.

The travel incident to the execution of the foregoing order is hereby authorized. Mileage is allowed from Curtis Bay, Maryland to Washington, D. C.

JUL 17 1924
Respectfully
(Signed) F. A. Birgfeld
Assistant Secretary.



some
[Signature]

C. G. [Signature]

92

, October 7, 1924.

Rear Admiral F. C. Billard,
Commandant of the Coast Guard,
Washington, D. C.

Sir:

Proceed to Elizabeth City, North Carolina, for conference with personnel of the Coast Guard at that place, in connection with operations of the Service. On completion of this duty return to Washington, D. C., and resume regular duty.

The travel incident to the execution of this order is required by the public interests and is hereby authorized.

Respectfully,

M 10/9/24

Assistant Secretary.

(Signed) McKenzie Moss

McC *Billard* *McKenzie* *Moss* *out*

August 18, 1925.

MEMORANDUM FOR ASSISTANT SECRETARY ANDREWS.

I am going to New London, to confer with our Commander, Destroyer Force, and then to Nantucket, to look into the advisability of putting a section base at that point.

I expect to be at my office Monday morning next.

F. C. Billard

F. C. BILLARD,
Commandant.

November 18
2 p m

MEMORANDUM for Admiral:

Captain Carmine called and transmitted the following information:

The SENECA and KICKAPOO according to the latest reports were working on the Clyde liner LENAPE near the Delaware Breakwater. All passengers were taken off and landed at Lewes, Del., before the SENECA arrived. One of the patrol boats from Section Base 9 (he thought No. 108) and the KICKAPOO took the LENAPE in tow and grounded her about 2-1/2 miles inside the Delaware Capes in latitude 38-49-25, longitude 75-10-30. The vessel is smouldering fore and aft, and is a total loss.

- - - - -

The SENECA will continue to search for the CG-114, already reported adrift from Base 1, Atlantic City. The New York Division had not yet been able to find any trace of the CG-114, but 11 or 12 patrol boats from Bases 1 and 9 were scouting the ocean for her and also the SENECA.

- - - - -

They have found no trace of the man from Base 2 who drowned several days ago.

- - - - -

They have now only two run ships left in the New York Division and these two are not doing any business so far as they can determine, viz, Zeeland 37-35, Waltz 97-28 (on the square chart) off New York Harbor.

JM



Coast Guard Headquarters,
WASHINGTON, 13 September, 1927.

beginning
~~Wednesday~~ Wednesday, 21 September, 1927,

CONFIDENTIAL.

MEMORANDUM.

1. It is intended to hold a conference ~~in the near future~~
(~~probably next week~~) at the Coast Guard Academy, New London, Conn.,
on the general situation with respect to anti-smuggling operations
on the North Atlantic coast. This conference will be attended by the
following officers:

- The Commandant.
- X ✓ Commander, New York Division. ✓
- X ✓ Commander, Eastern Division. — *Carmichael*
- X ✓ Commander, Destroyer Force. — *Harshbarger*
- X ✓ Captain W. J. Wheeler. ✓
- X ✓ Commander C. S. Root. ✓
- X ✓ Commander, Section Base 7. — *Von Parthen*
- X ✓ Commander, Section Base 5. — *Foster*
- X ✓ Commander, Section Base 2. — *F. J. Smith*
- X ✓ Commander, Section Base 4. — *Conroy*
- X ✓ Commander, Section Base 18. — *Rand*
- X ✓ Commander, Division 3, Destroyer Force. — *Kennerly*
- X ✓ Commander, Division 1, Destroyer Force. — *Chaffin*
- X ✓ Commander, Division 4, Destroyer Force. — *Wankel*
- X ✓ Commander, Division 2, Destroyer Force. — *Allyn*
- X ✓ Commander, Squadron 1, Offshore Patrol Force. — *F. E. Beach*
- X ✓ Commander, Squadron 2, Offshore Patrol Force. — *R. E. Dyer*
- X ✓ Commander, Division 1, Offshore Patrol Force. — *Smith*
- X ✓ Commander, Division 2, Offshore Patrol Force. — *Antoine*
- X ✓ Commander, Division 3, Offshore Patrol Force. — *James*
- X ✓ Commander, Division 4, Offshore Patrol Force. — *Gurey*
- X ✓ Commander, Division 5, Offshore Patrol Force. — *Mehlman*
- X ✓ Senior Commanding Officer of Cutters in Eastern Division
(Commander T. M. Molloy).
- X ✓ Senior Commanding Officer of Cutters in New York Division
(Commander T. G. Crapster).
- X ✓ Lieut. Commander (E) J. N. Heiner. ✓
- X ✓ Lieut. E. B. Smith. ✓
- X ✓ Lieut. E. M. Webster. ✓
- X ✓ District Commander, First District. — *Barber*
- X ✓ District Commander, Second District. — *W. L. ...*
- X ✓ District Commander, Third District. — *Lincoln*
- X ✓ District Commander, Fourth District. — *Bullis*

and by such other officers as may be called in.

2. Appropriate orders will be sent to the officers concerned, directing them when to report at New London for this conference.

3. The following subjects, and such others as may be found expedient, will be discussed at the conference:

1. The present situation regarding liquor smuggling north of Sandy Hook, N. Y.
2. The strength and best disposition of Coast Guard forces.
3. Standardization of vessel operations.
4. Standardization of anti-smuggling operations by our shore forces.
5. Cooperation between sea and shore forces.
6. Securing and interchanging information.
7. Efficiency and morale of personnel.
8. Liaison with civil authorities.
9. Best systems of scouting and picketing.
10. Communication system.

4. Officers should come to the conference prepared to discuss the above topics and any others bearing on the anti-smuggling work of the Service. Suggestions from officers will be welcomed. Officers should be prepared to report the extent of their equipment and its condition.

5. Responsible officers will make suitable dispositions to meet conditions arising out of the absence from their commands of officers herein named.

6. Officers will wear uniform; blue service dress with white cap.

7. The Superintendent, Coast Guard Academy, will arrange for a suitable meeting place at the Academy for the conference, which it is anticipated will last, probably, two days, including evening sessions.



F. C. BILLARD,
Commandant.

1st Indorsement. 71
Coast Guard Headquarters.
Washington, June 17, 1919.

From: Commodore Commandant.

To: The Secretary of the Treasury

Subject: Captain F.C. Billard, appointment as commandant, Coast
Guard.

1. Forwarded.

E. P. BERTHOLF

1st Indorsement. 71
Coast Guard Headquarters.
Washington, June 17, 1919.

From: Commodore Commandant.
To: The Secretary of the Navy.

Subject: Captain F.C. Billard, application appointment as captain
commandant, Coast Guard.

1. Forwarded.

E.P. BERTHOLF

FILE

H. G. R.

FILE
P. F. R.

TREASURY DEPARTMENT
Coast Guard Headquarters
Washington

71

November 15, 1920.

From: Commandant.

To:

Lieutenant Commander F. C. Billard.

Subject: Award of Victory Medal.

Inclosure: 1. Victory Medal.
2. Receipt for Victory Medal.

3. "Patrol" Clasp.

1. There is forwarded herewith a Victory Medal Clasp conferred upon you in accordance with the provisions of an Act of Congress approved May 13, 1906, directing the preparation and distribution of badges to the officers and men of the Navy and Marine Corps of the United States who participated in engagements and campaigns deemed worthy of such commemoration.

2. The badge is issued to you by the Bureau of Navigation, Navy Department, in recognition of your services in the United States Coast Guard while the Coast Guard was operating as a part of the Navy in the World War.

3. The Bureau of Navigation, Navy Department, authorizes you to have engraved upon the rim of this medal your name, rank, and the name of a vessel or station on which you served during the World War.

4. Please sign and return inclosed receipt.

H. G. Romlet
By direction.

JHR

(COPY)

THE SECRETARY OF THE NAVY

WASHINGTON

11 November 1920.

SIR:-

The President of the United States takes pleasure in presenting the NAVY CROSS to

CAPTAIN FREDERICK C. BILLARD, U.S.C.G.,

for services during the World War as set forth in the following:

CITATION:

"For distinguished service in the line of his profession as Commanding Officer of the U.S.S. APHRODITE, engaged in the important, exacting and hazardous duty of transporting and escorting troops and supplies to European ports through waters infested with enemy submarines and mines."

For the President.

JOSEPHUS DANIELS
Secretary of the Navy.

71

TREASURY DEPARTMENT
U.S. Coast Guard

FILED
U.S.M.

FILED
P.F.

WASHINGTON

....., 1920.

Dear Sir:-

Inclosed find a Victory Button to be worn on civilian clothing to indicate service in the Coast Guard a part, or all, of which was between the dates April 6, 1917, and November 11, 1918. Please acknowledge receipt of the button at the bottom of inclosed copy of this letter.

By direction of the Commandant.

*Coast Guard Headquarters,
Sept. 22, 1920*

Commandant,
U. S. Coast Guard,
Washington, D.C.

Sir:-

Receipt of one Victory Button is acknowledged.

J. C. Burkard

Memorial
OF
Admiral Frederic C. Billard, U.S.N.,
ADOPTED BY THE
Council of the City of New London, Conn.

AUGUST FIRST, 1932.

The Council of the City of New London desires to express to the wife of
Admiral Frederic C. Billard
its deep sympathy for her great sorrow.

This death is both a personal and a national loss. The Admiral's devotion
did much to lift the Coast Guard service to its present high plane and
great achievements.

The City of New London was helped and honored by his presence here, for
Admiral Billard was a power for good in everything, an in-
spiration to all who were under his command, and an example
to the growing youth of our community.

We are grateful to him for the location here of the
Coast Guard Academy

with its beautiful buildings and ever-growing influence for good, and we
wish he might have been spared to see the result of his effort.

To the citizens of New London
Admiral Billard's name will always be revered as symbolic of
the highest type of citizenship,
an inspiration to us all.

James A. May MAYOR



COMMITTEE

E. Frank Morgan
Thales J. [unclear]
James H. Murray



VETERANS ADMINISTRATION

WASHINGTON

May 21, 1932.

IN REPLY REFER TO: MBAB

W.O. 1718204 Frederick C. Billard

YOUR FILE REFERENCE:

The Commandant,
U. S. Coast Guard,
Treasury Department,
Washington, D. C.

U. S. COAST GUARD
REC'D MAY 21 1932 By
ANS

Dear Sir:

For use in the above entitled claim for pension you are requested to furnish a report showing the service of Frederick C. Billard, who was commissioned April 27, 1896, at New London, Connecticut, and served on the Revenue Cutter CORWIN, in co-operation with the U. S. Navy from April 9, 1898 to August 15, 1898, and was continuously in the service of the U. S. Coast Guard until the date of his death May 17, 1932; and to state whether such vessel was cooperating with the Navy, as alleged, and if so, the dates of such service. If any charges of desertion, unauthorized absence, or absence without leave appear, state nature and periods of such absence.

Please include in your report a statement showing the personal description of the officer, including his age, birthplace and occupation, whether married or single, and the name and address of his next of kin noted at each enlistment; and furnish a tracing of his signature.

This case has been made special, and if you will expedite your report it will be greatly appreciated.

Respectfully,

E. W. MORGAN
Director of Pensions.

9 Apr 1898
to Aug. 15-1898

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON, D. C.

*File
2Hh*

May 19, 1932.

Captain L. C. Covell,
Acting Commandant, U.S.Coast Guard,
Treasury Department,
Washington, D. C.

Dear Captain Covell:

I wish to express to you the deep sorrow the Army feels at the death of your distinguished Commandant, Admiral Billard. Our sympathy is deep and sincere. I have directed General Moses, of the General Staff, to represent the Army and to act for me personally at his funeral on Friday, May 19th. Thank you very much for your letter of information with reference to it.

Cordially yours,

W. G. M.
General,
Chief of Staff.

FILE
W. H. C.

18 May, 1932.

General Douglas MacArthur,
The Chief of Staff, U. S. Army,
War Department,
Washington, D. C.

My dear General:

Confirming the telephone conversation of yesterday, it is with deep regret that I have to convey to you the sad intelligence of the death of Rear Admiral F. C. Billard, ~~Commandant~~, U. S. Coast Guard, at 4:28 P.M., 17 May, at his residence in Washington, D. C. The cause of death was bronchial pneumonia.

The remains of Admiral Billard are now at the Funeral Home of S. H. Hines & Sons, 14th and Harvard Streets, N. W. Funeral services will be held at St. Margaret's Episcopal Church, Connecticut Avenue and Bancroft Place at 11 A.M. Friday, followed by interment in Arlington National Cemetery with full military honors at noon on such date.

Respectfully,

L. C.
L. C. COVELL,
Captain, U. S. Coast Guard,
Acting Commandant.

J. E. V.

Billard
15 Grosvenor Road, Jamaica Plain,
Boston, Massachusetts.

May 5, 1931.

Admiral F. C. Billard,
Commandant, U. S. Coast Guard,
Washington, D. C.

Dear Sir:

I certainly appreciate your courteous acknowledgement of my letter of April 20th. It is most gratifying to me to know that you accept my personal suggestions regarding the Woods Hole Base in the spirit in which they were made.

As you infer, I know something about the history of the Coast Guard, dating back to the 18th Century.

It was an old and intimate friend, the late Captain "Charley" Johnston who first told me of the consolidation scheme which resulted in the present Coast Guard and which was realized sooner and with less difficulty than either of us anticipated. I heard from him also the details of his pioneer work in the ice patrol which he never brought out effectively in his official report.

I used to meet the officers who served on the Hudson during the Spanish War. I first heard from the Engineer, Mr. Ketchen (I think this is right) how they yankee'd the Winslow out of the mess which the Navy got into at Cardenas. I can see now the face of the machinist, I believe his name was Riley, when the story was being told. He had not yet got over the expectation of being scalded. The smoke stack showed "hits."

I knew Captain Satterlee who went down in the Tacoma.

For the past twelve years I have been very much out of touch with the Coast Guard but my old friends in the Service are not yet all dead.

It is because of the personal interest which I feel in the Coast Guard that I would like to see it in an environment at Woods Hole better calculated to reflect its military character, its military record and its patriotic traditions.

Most Sincerely,

Victor Gafford

20 March, 1951.

PERSONAL

My dear Chalker:

A matter has just developed that I want to tell you about, so that you may make your plans accordingly and be thinking it over pending the receipt of official notices about it.

Mr. Hyde, the Secretary of Agriculture, is going to ask us to place a Coast Guard vessel at his disposal to take him and his party on a trip on official business to Panama. I have consented to do this and we will assign the SARINAC to this mission. I learn that the party will probably be six, including Secretary Hyde, and consisting of three men and three women. I am told that they plan to start out from Washington in two or three weeks from now and will be willing to join the vessel anywhere we say. I suggested that the Key West Navy Yard would be a good place to pick them up, because they can go direct from here to Key West by train. It has been promised me that we will be advised of the date they want to start in ample time to permit you to get over to Key West and be ready to receive them.

The matter has just been brought to my attention by the aide to Assistant Secretary of the Navy Jahnce, who is very much interested in our accommodating Secretary Hyde. This aide told me that the Navy would have jumped at the chance to take the party, but on account of the loss of the MAYFLOWER, they have no suitable vessel available. Both Mr. Hyde and Mr. Jahnce play medicine ball with the President about every day, and if the trip is as successful as I am confident it will be, I am sure that favorable impressions of the Coast Guard will be testified to in the highest quarters. It is a matter of much satisfaction to me that such a fine ship as yours is available for this trip and that you will be in command, because I know you can handle the situation and that you will see that the party gets a thoroughly favorable impression of the Service.

It may be that in order to work out the accommodations to the best advantage, you may wish to leave some commissioned officers and warrant officers behind. This you will be entirely free to do, as you think best. Such action had to be, and was, taken by the FAHOE when she carried a Congressional party to Alaska, but that party was twice as large as yours will be. If there is any particular steward or additional mess boys that you know of and would like to have ordered to the ship for this special cruise, we will fix the matter up for you.

It occurs to me that you have no medical officer, and I think we shall try to place one on board you for the cruise. If you know of any Public Health Service doctor whose personality you think would well fit in, I shall be glad to have your suggestions about it, and, indeed, to have your suggestions about any phase of the mission.

As the matter now stands, I think there is no doubt at all but that the SARANAC will make the trip. Just as soon as I am advised as to the date of departure, we will send you official orders in the premises.

While you are entirely free to discuss the matter with your officers in making your plans, please do not permit anything about it to get into the press until after you have received your official orders.

You might drop me a line, acknowledging the receipt of this letter.

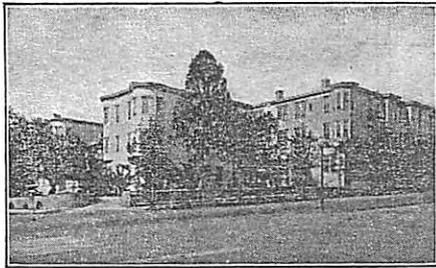
Sincerely,

F. C. BILLARD,
Commandant.

Commander L. T. Chalker,
U. S. Coast Guard Cutter SARANAC,
Galveston, Texas.

P.S.- I understand that the party plan to stay about one week in Panama.

Coast Guard



Hotel Casaloma

San Diego's Finest
Residential Hotel

FILE
B. M. C.

Fourth and Fir Streets

San Diego, Cal. *Oct. 25,* 1926.

The Secretary of the Treasury,
Washington, D. C.

My dear Mr. Mellon.

REC'D
ANS'D
OCT 30 1926
U. S. COAST GUAR.

I am in receipt to-day of your very kind note of congratulation upon my retirement and wish to express to you my deep appreciation of the references to my active duty and service.

Very sincerely yours,
W. J. Jacobs

has secured the enthusiastic support of 900,000 well organized Elks who will carry the campaign at the request of the Secretary of the Navy to the school children of the country.

The National Committee has succeeded in raising about \$25,000.00 to date, a part of which was raised specifically for campaign expenses through contributions from public spirited citizens contributing from one dollar to \$1,000.00.

A part of this expense money is being used for publicit expenses, for literature, and for the purchase of SAVE OLD IRON-SIDES buttons, which the Elks require to make contact with the school children. The campaign is carefully planned not only to raise the fund necessary to restore the CONSTITUTION, but also to teach a patriotic and educational lesson based on the historical background of the active life of the CONSTITUTION and on her in-spiring service to the cause of American independence on the sea.

The President has promulgated titles for 500 word essay in the colleges and schools in competition for 1462 gold, silver and bronze medals presented by Commander Marion Eppley, U.S.N.R.

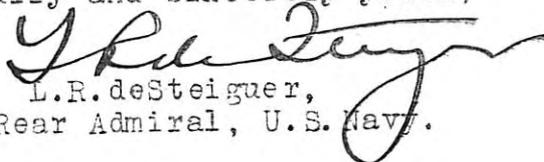
The Navy Department through the Recruiting Bureau is printing reproductions of a fine painting of the CONSTITUTION by Mr. C.R. Patterson who has given the Navy Department free use of the original for reproduction. These pictures are for presenta-tion purposes at patriotic exercises in schools taking part in the campaign.

Not less than 75,000 people will have visited the ship this year. For several years, visitors have numbered about 50,000 annually. It is hoped to preserve the CONSTITUTION for generations of visitors through a SAVE OLD IRONSIDES FUND simi-lar to the "Save the Victory Fund" raised in England which has preserved the VICTORY as the Sea Cathedral of England.

Should you desire other information on the campaign, I should be glad to furnish it.

Hoping for your approval, endorsement, and acceptance of membership on the National Honorary Committee, I am

Respectfully and sincerely yours,


L.R. deSteiguer,
Rear Admiral, U.S. Navy.

Rear Admiral F. C. Billard, U.S.C.G.,
United States Coast Guard Headquarters,
Treasury Department,
Washington, D.C.

September 9, 1925.

U. S. COAST GUARD

REC'D SEP 12 1925
ANS'D
Sept 14 R. J. M.

My dear Admiral:-

With the approval of the Secretary of the Navy and in accordance with the proposal of the National Committee for raising the SAVE OLD IRONSIDES FUND as a means of restoring the Frigate CONSTITUTION, I have the pleasure of tendering you an invitation to serve on the

National Honorary Committee

of the SAVE OLD IRONSIDES FUND.

The following men of national figure are also receiving a similar invitation:-

The Vice President,
Hon. Nicholas Longworth,
Hon. Frank B. Kellogg, Secretary of State,
Hon. John W. Weeks, Secretary of War,
Hon. Andrew W. Mellon, Secretary of the Treasury,
Hon. John G. Sargent, Department of Justice,
Hon. Hubert Work, Secretary of the Interior,
Hon. William M. Jardine, Secretary of Agriculture,
Hon. Herbert Hoover, Secretary of Commerce,
Hon. John J. Davis, Secretary of Labor,
Hon. Frederick Hale,
Hon. Thomas S. Butler,
Hon. B. L. French,
Hon. Edwin M. Denby,
Hon. Josephus Daniels,
Hon. Theodore Roosevelt,
Hon. Franklin Roosevelt,
Admiral E. W. Eberle, U.S.N.,
General Hines, U.S.A.

No definite duties devolve on members of the National Advisory Committee nor is it expected that you, as a member, will be called upon for active service. In order that all parts of the country might realize the national scope of this movement, it is desired to obtain your endorsement and the privilege of using your name on letterheads.

As Chairman of the National Executive Committee of the SAVE OLD IRONSIDES FUND and as Commandant of the First Naval District and of the Boston Navy Yard, I have had the matter of the restoration of the frigate CONSTITUTION placed in my hands by the Secretary of the Navy. Congress authorized her restoration by contributions for the purpose.

I have secured sponsorship of the campaign to raise the restoration fund by the National Society of the U.S. Daughters of 1812, and, in addition, the Secretary of the Navy

AMERICAN BUREAU OF SHIPPING

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REGISTRO ITALIANO

AND

IMPERIAL JAPANESE MARINE CORPORATION

CABLE ADDRESS
"RECORD NEW YORK"

NEW YORK, January 11, 1924

PLEASE ADDRESS ALL COMMUNICATIONS TO AMERICAN BUREAU OF SHIPPING

REAR ADMIRAL F. C. BILLARD
U.S. Coast Guard
Commandant
Treasury Department
Washington, D.C.

My dear Admiral:

In consequence of the retirement from office and from active service by operation of law of Rear Admiral W. E. Reynolds, he has tendered his resignation as a member of the Committee of Naval Architecture of the Technical Committees of the American Bureau of Shipping effective at the close of January 10, 1924, which resignation I have duly accepted.

It will give the Managers and the officials of this Bureau great pleasure and satisfaction if you will accept the appointment as a member of said Committee.

Trusting that you may see your way clear to accept, I am

Yours truly,



President

REAR ADMIRAL FREDERICK CHAMBERLAYNE BILLARD

Born at Washington, D. C., September 22, 1873, appointed Cadet in the Revenue Cutter Service from the state of Maryland on January 11, 1894. He graduated number two in his class on April 27, 1896, appointed Ensign and assigned to duty on the FORWARD at Tampa, Florida. During the Spanish-American War he served on the cutter CORWIN attached to the Pacific fleet. He served as principle advisor to the Commandant from 1906 to 1911, and was appointed Superintendent of the Coast Guard Academy on June 1, 1914. When the United States entered the World War, he requested duty afloat and was sent to Europe in August, 1918, and given command of the USS APHRODITE engaged in convoy duty in European waters. Upon returning to the United States in April, 1919, he was appointed aide to the Commandant, serving as such until the President appointed him Rear Admiral Commandant on January 11, 1924, re-appointed him in 1928, and again in 1932.

Commended by: Secretary of the Treasury on November 6, 1913, and the Committee of Lloyds on November 19, 1914, expressing admiration for the highest degree of skill, efficiency, and tenacity of purpose on operation, as Commander of the cutter ANDROSCOGGIN, in searching for and towing into Boston Harbor the derelict British steamer TEMPLEMORE which not only removed from the trans-Atlantic steamship lane the largest and most dangerous derelict of which there is any official record, but restored to its owner property valued at not less than \$100,000.00; by the Commandant on October 25, 1915 expressing appreciation of the manner in which he, as superintendent, and the officers attached to the Academy, applied themselves to their several tasks in creating interest evinced by the cadets, the proficiency attained by them, and the smartness of their appearance; by the British Admiralty, the owners and the master of the steamship VETURIA lost on Hatteras Shoals during the stormy night of February 20-21, 1918, as commanding officer of the ONONDAGA, in successfully removing and bringing safely to shore every officer and member of the crew of the stricken vessel. Most striking in connection with this incident is the modest official report of Admiral Billard and the contrasting high praise of the Boatswain whom he placed in charge of the boats engaged in the rescue.

He received the Spanish Campaign Badge, Victory Medal with Escort Clasp, and the Navy Cross with citation, "For distinguished service in line of his profession as commanding officer of the USS APHRODITE engaged in the important, exacting and hazardous duty of transporting and escorting troops and supplies to European ports through waters infested with enemy submarines and mines."

Largely through the efforts of Admiral Billard a fund was raised, by popular subscription, for the erection in Arlington National Cemetery of a memorial to the officers and men of the Coast Guard who lost their lives during the first World War.

Admiral Billard died on May 17, 1932. Floral tributes and messages of sympathy came from practically every station of the Coast Guard, from the highest officials who exercised supervision, to the lowliest surfman who patrolled the lonely beaches at night, mute evidence of the fact that he was loved and respected by all who knew him. After having lain in state at St. Margaret's Episcopal Church at Washington, D. C., his body was interred at Arlington National Cemetery.

Biographical sketch of Rear Admiral Frederick C. Billard
Commandant of the U. S. Coast Guard.

Rear Admiral F. C. Billard, Commandant of the Coast Guard, was born in the District of Columbia on September 22, 1873, and spent his boyhood days in Prince George County, Maryland. He attended Baltimore City College from which he graduated in 1892. He then became an instructor in Latin and Greek at the Oakdale Academy, Oakdale, Pennsylvania, teaching there during the school term of 1892-1893. Having successfully passed the examination for entrance into the then Revenue-Cutter Service, he was appointed a cadet from Maryland, on January 11, 1894. He received a large portion of his cadet training on board the old practice ship CHASE and graduated second in his class. He was commissioned an ensign on April 27, 1896, and has passed through the various grades of the Service, being appointed to his present office and rank on January 11, 1924, exactly 30 years after receiving his appointment as cadet.

Admiral Billard has served on all of the coasts of the United States, and in Alaskan, Hawaiian, and West Indian waters. During the Spanish-American War he served on the U.S.S. CORWIN attached to the Pacific Fleet. From 1900 to 1905 he served as navigator and instructor on the Practice ship CHASE. From 1906 to 1911 he was aide to Captain Worth G. Ross, Chief of the then Revenue-Cutter Service. In 1914 he was appointed Superintendent of the Coast Guard Academy. Upon the entrance of the United States into the World War he supervised the training at the Coast Guard Academy of the men assembled there for intensive instruction before assignment afloat in the war zone and at other units of the Service. After four years as Superintendent he was detached, in compliance with his wish to serve afloat, and was placed in command of the U.S.S. APHRODITE operating in the European war zone. This ship was the first American war vessel to pass through the Kiel Canal after the signing of the Armistice. He was awarded the Navy Cross for service in European waters.

In May, 1919, he returned from Europe, and in September of that year was detailed as Aide to the Commandant of the Coast Guard, serving in that capacity until appointed Commandant on January 11, 1924, and reappointed for four years by the President on January 11, 1928.

Reappointed for third term January 11, 1932.

CAPTAIN F.C. BILLARD - U.S.R.C.S.

Born September 22, 1873 - Washington, D.C.
Age 46

3rd Lieutenant - May 13, 1896
2nd Lieutenant - September 1897
S.S. CORWIN - November 1899
S.S. SEMINOLE - March 1900
S.S. CHASE - June 1900

1st Lieutenant - October 1, 1904

Letter from Captain Ross, Commanding Lieut. Billard - March 1911.

"THETIS" - March 1911

Captain - September 1912.

Command ANDROSCOGGIN - December 1912

Letter of commendation from Secretary of Treasury - regarding removing derelict steamer "TEMPLEMORE" - November 6, 1913.

"ALGONQUIN" - January 1914

Letter from British Ambassador regarding "TEMPLEMORE" - February 1914.

Letter from Portland, Maine - February 1913.

Temporary Command "ITASCA" - May 23, 1914.

Superintendent School of Instruction, New London, Conn. - June 1, 1914.

Letter from Commandant complimenting work on practice cruise October 1915

Summer Cruise ITASCA - May 1916

Requests sea duty in case of War - February 1917.

Command of ONANDAGO

"VETURIA" rescue - Letter from owners - May 1918

Letter regarding record - July 17, 1918

Report to Admiral Sims, London, England - August 1918

Command U.S.S. APHERODITE -

Detached APHERODITE - March 1919

Request for duty as the Commandant of Coast Guard forwarded by Captain Bertholf without comment.

FITNESS REPORTS

Superintendent of Coast Guard Academy - 4 years - "Excellent"
Capt. Bertholf

Command APHERODITE - Sept. 13th to 30th, 1918 - Indicates highly capable officer - Capt. McNeely - "command and escort duty most satisfactory" - Comdr. Leahy.

"Duties performed to my entire satisfaction, but did not come under my direct observation sufficient to warrant ^{mark} ~~warranting~~ him"
Admiral Wilson.

March 31, 1919 to April 21, 1919 in hospital, London - Indications of Tuberculosis of left lung - no organisms found.

October 1918 to March 1919 - 6 months command of APHERODITE in European War Zone - "Excellent"

"Vessel injured by explosion of a mine while on voyage January, 1919 - He showed his excellent qualities in command".

Admiral S.S. Robison. "Excellent" - Capt. BROADHURST, U.S.R.C.S.

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Form 9626
 TREASURY DEPARTMENT
 U. S. COAST GUARD
 Sept. 1930

U. S. COAST GUARD
 OFFICIAL DISPATCH
TRANSMIT

DATE " 20 May, 1940

FROM

COAST GUARD HEADQUARTERS

TO (FOR ACTION)

FORT TRUMBULL TRAINING STATION

UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.

TO (FOR INFORMATION)

	CODE
	CIPHER
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MAIL TO

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OUTGOING HEADING

FILE
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CG13SE L BN T Z QUAH 201621 QUOB P GR 21

TEXT

COMMANDER DONOHUE XX CHAPEL SERVICES FUNERAL MRS BILLARD
 ARRANGED 1100 WEDNESDAY X ADVISE NAMES TWO PERSONS ACCOMPANYING
 BODY ON TRAIN X

PERSONNEL

TOD 1621/20 NR 13 TO NAVY//SE

W. H. R.
 OPERATOR'S RECORD.

WHR

OFFICIAL BUSINESS.

S. P. M.
 INITIALS OF "RELEASING" OFFICER.

April 5, 1939

DIVISION Adjudicating SUBDIVISION Dependents SECTION 1 UNIT MBAB

It is requested that information be given on the subject checked and this sheet returned to the Veterans Administration.

Name BILLARD Frederick G
 (Last) (First) (Middle) Compensation Claim No. : XC-847,331
 Rank or rating Rear Admiral, U.S. Coast Guard Converted Insurance No.: K
 Ship or Station _____ Term Insurance No.: T
 Date of enlistment _____ Date of Discharge or death _____
~~XXXXXXXX~~ appointment, 1/11/1894
 Home address at time of registration for draft _____
 Name and address of local Draft Board _____
 Date and place of birth _____
 Alleged disability _____
 Treated at _____
 Additional information See attached memorandum.

RLE/cmc By E. L. BAILEY
Director, Dependents Claims Service

20 April, 1939

From: Commandant, United States Coast Guard, Treasury Department, Washington, D. C.
To: Veterans Administration

- | | |
|--|---|
| 1. Name in full, with last rank or rating held <u>BILLARD, Frederick G.,</u>
<u>Rear Admiral, U.S.C.G. (deceased)</u>
<u>District of Columbia.</u> | 14. Date, cause, place and character of all discharges <u>No discharge.</u> |
| 2. Date and place of birth <u>22 SEPT. 1873/</u> | 15. Date of death <u>17 May, 1932.</u> |
| 3. Date and place of enlistment or appointment <u>Cadet, 11-JAN-1894;</u> | 16. Cause of death <u>Pneumonia</u> |
| 4. Date of entrance into active service: <u>27 APR. 1896;</u> | 17. Disability in line of duty <u>Yes</u> |
| 5. Age at enlistment or appointment <u>23 Yrs.</u> | 18. Disability result of wilful misconduct _____ |
| 6. Date of prior service and dates of reenlistments. <u>See reverse.</u> | 19. Disabilities noted at enlistment _____ |
| 7. Home address _____ | 20. Medical record on active duty, to include all admissions, place and date of treatment, duty, not duty, misconduct, dental chart, etc. _____ |
| 8. Date of desertion _____ | 21. Physical examination prior to discharge or inactive duty _____ |
| 9. Date of apprehension _____ | 22. Medical record inactive duty _____ |
| 10. Period and dates of absence from pay status _____ | 23. Full transcript of pay from <u>19</u>
to _____, 19 _____ |
| 11. Present location and rank <u>Deceased.</u> | 24. Premium deductions from <u>19</u>
to _____, 19 _____ |
| 12. Date and period of indefinite furlough _____ | 25. Has final settlement been made? _____ |
| 13. Date of retirement and retirement pay _____ | 26. Amount refunded _____ |
| | 27. Under Naval control during what war, occupation, expedition, etc. and dates _____ |

mf

Veterans Administration
Form 3104-Rev. July 1938.

BY W. E. Webb
Commandant, United States Coast Guard

28. Occupation at time of enlistment

29. Statement of service from _____, 19____, to _____, 19____.

Ship or Station _____ Period served on particular ship (station) _____

From _____, 19____, to _____, 19____

6.	Cadet,	11-JAN. 1894.
	Ensign,	27-APR. 1896.
	Lieut. (jg)	11-AUG. 1897.
	Lieut.	11-OCT. 1904.
	Captain	12-SEPT. 1912.
	Comdr.	12-JAN. 1923.
	Rr. Admrl.	11-JAN. 1924.

Commandant, United States Coast Guard, Treasury Department, Washington, D. C.

1. Name in full with last rank or rating held

2. Date and place of birth

3. Date and place of enlistment or appointment

4. Date of entrance into active service

5. Age at enlistment or appointment

6. Date of prior service and dates of reenlistments

7. Home address

8. Date of description

9. Date of apprehension

10. Period and dates of absence from pay status

11. Present location and rank

12. Date and period of indefinite furlough

13. Date of retirement and retirement pay

14. Date, cause, place and character of all discharges

15. Date of death

16. Cause of death

17. Disability in line of duty

18. Disability result of willful misconduct

19. Disabilities noted at enlistment

20. Medical record on active duty, includes all admissions, place and date of discharge, etc.

21. Physical examination prior to discharge or inactive duty

22. Medical record inactive duty

23. Full transcripts of pay from _____ to _____

24. Formulas deducted from _____ to _____

25. Has final settlement been made

26. Amount refunded

27. Under Naval control during war, occupation, expedition, etc. and dates

Commandant, United States Coast Guard

By _____

Veterans Administration Form 3104 Rev. July 1938

COPY

File 71

DIST. No.

CERTIFICATE OF DEATH

CLASS No.

DISTRICT OF COLUMBIA

No. OF RECORD

343442

FULL INSTRUCTIONS FOR THE GUIDANCE OF THOSE USING THIS BLANK AND SPACE FOR REMARKS MAY BE FOUND ON THE OTHER SIDE

1. PLACE OF DEATH:

No. 2301 Conn. Ave., Apt. 52 Street, N.W. Section.

Name of Hospital Duration of residence therein

2. FULL NAME Frederick C. Billard

(a) Residence, No. 2301 Conn. Ave. Street N.W.
(Usual place of abode) (If nonresident, give city or town and State)

Length of residence in D. of C., Life yrs. mos. ds. How long in U. S. if of foreign birth? yrs. mos. ds.

PERSONAL AND STATISTICAL PARTICULARS

3. SEX: Male 4. COLOR OR RACE: White 5. SINGLE, MARRIED, WIDOWED, OR DIVORCED (write the word): Married

5A. If married, widowed, or divorced,

HUSBAND of } Clara P. Billard
~~XXXXXXXX~~

6. DATE OF BIRTH (month, day, and year) Sept. 22, 1873

7. AGE: Years 58 Months Days If LESS than 1 day hrs. or min.

8. OCCUPATION OF DECEASED:

(a) Trade, profession, or particular kind of work Rear Admiral
(b) General nature of industry, business, or establishment in which employed (or employer) Commandant U.S. Coast Guard

(c) Name of employer

9. BIRTHPLACE (city or town) D.C.
(State or country)

10. NAME OF FATHER (in full) Jules Billard
11. BIRTHPLACE OF FATHER: City or town State or country N.Y.
12. MAIDEN NAME OF MOTHER (in full) Catherine Johnson
13. BIRTHPLACE OF MOTHER: City or town State or country Va.

14. Above information furnished by Clara P. Billard
Address 2301 Conn. Ave., N.W.

15. Relation of informant to decedent Wife

MEDICAL CERTIFICATE OF DEATH

16. DATE OF DEATH (month, day, and year) May 17, 1932

17. I HEREBY CERTIFY, that I attended deceased from 19..... to 19..... that I last saw him alive on 19.....

and that death occurred, on the date stated above, at m. The CAUSE OF DEATH* was as follows:

Broncho Pneumonia

(duration) yrs. mos. ds.

CONTRIBUTORY (SECONDARY) (duration) yrs. mos. ds.

18. Where was disease contracted if not at place of death? Did an operation precede death? Date of operation

Was there an autopsy?

What laboratory test confirmed diagnosis?

(Signed) Thomas A. Clayton, M. D.
(Address) 1826 R St., N.W.

* State the DISEASE CAUSING DEATH, or in deaths from VIOLENT CAUSES, state (1) MEANS AND NATURE OF INJURY, and (2) whether ACCIDENTAL, SUICIDAL, or HOMICIDAL. (See reverse side for additional space.)

19. PLACE OF BURIAL, CREMATION, OR REMOVAL: Arlington Nat., Va. DATE May 20 1932

20. UNDERTAKER The S.H. Hines Co.
Address 2301-14th St., N.W.

MARGIN RESERVED FOR BINDING

N. B.—WRITE PLAINLY, WITH UNFADING INK—THIS IS A PERMANENT RECORD. Every item of information should be carefully supplied. AGE should be stated EXACTLY. PHYSICIANS should state CAUSE OF DEATH in plain terms, so that it may be properly classified. Exact statement of OCCUPATION is very important.

TREASURY DEPARTMENT
United States Coast Guard
Washington

18 May, 1932.

Memorandum for Commissioned, Warrant, Enlisted and Civilian Personnel:

1. The remains of our late Commandant, Rear Admiral Frederick C. Billard, will be interred in Arlington National Cemetery with full military honors at noon, Friday, May 20th. Previous to interment, funeral services will be held at St. Margaret's Episcopal Church, Connecticut Avenue and Bancroft Place at 11 A.M. The remains of Admiral Billard will lie in state at St. Margaret's Church from noon Thursday until time for funeral services. It has been requested that those desiring to view the body do so at the church during this period.

2. The following officers have been designated as Pallbearers:

Captain B. M. Chiswell
Captain H. G. Hamlet
Captain Randolph Ridgely, jr.
Captain Wm. J. Wheeler
Captain (E) R. B. Adams
Captain L. C. Covell

3. The uniform for pallbearers will be service dress blue B, white gloves, sword and mourning.

4. Honorary pallbearers will be designated later.

5. The following are hereby designated as body bearers:

Chief Boatswain (L) R. W. Hodge.
Chief Gunner C. Heinzl.
Chief Radio Electrician W. W. O'Steen.
Chief Pay Clerk H. D. Brownley.
Gunner J. Binckly.
Machinist W. R. Kenly.
Radio Electrician M. J. Shrode.
Pay Clerk C. L. Brinkley.

6. The uniform for body bearers will be service dress blue B, gray gloves, mourning badge.

7. Pallbearers, Honorary Pallbearers and body bearers will assemble at St. Margaret's Episcopal Church, Connecticut Avenue and Bancroft Place at 10:45 a.m., Friday, May 20th. After the services and when the body has been placed in the hearse, the pallbearers, honorary pallbearers and body bearers will proceed immediately to Fort Myer Gate where the funeral procession will form. Transportation for pallbearers, honorary pallbearers, and body bearers will be furnished.

-2-

8. Uniform for all officers other than those noted above will be service dress blue B (white caps, gray gloves, mourning band on arm).

9. Lieutenant Commander E. M. Webster has been designated as Liaison officer and will make all contact between Coast Guard Headquarters and members of Admiral Billard's family. Lieutenant Commander Webster will be advised of all arrangements which have been made and any changes therein which may be effected.

10. Commissioned, warrant, enlisted and civilian personnel desiring to attend the funeral of Admiral Billard will be excused from duty on Friday for this purpose.

L. C. COVELL,
Acting Commandant.

U. S. COAST GUARD

OFFICIAL DISPATCH

TRANSMIT

DATE 18 MAY 1932

FROM		CODE
COAST GUARD HEADQUARTERS		CIPHER
TO (FOR ACTION)		ACKNOWLEDGE
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TO (FOR INFORMATION)		ACKNOWLEDGE
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		ROUTINE

MAIL TO

TELEPHONE TO

MESSENGER TO

OUTGOING HEADING

TEXT

0118 SIXTEEN ALCOAST REAR ADMIRAL BILLARD WILL BE BURIED ARLINGTON NATIONAL CEMETRY FULL MILITARY HONORS FRIDAY NOON PERIOD FUNERAL SERVICES AT SAINT MARGARETS EPISCOPAL CHURCH WASHINGTON ELEVEN OCLOCK PERIOD PARAGRAPH OGDEN L MILLS SECRETARY OF TREASURY SENDS FOLLOWING MESSAGE TO SERVICE QUOTE IN THE PASSING OF YOUR BELOVED COMMANDANT I WISH TO PAY HIGHEST TRIBUTE TO HIS NOBLE CHARACTER AND HIS UNSELFISH AND DEVOTED SERVICE TO THE COASTGUARD AND NATION WHICH HE HAS SERVED CONTINUOUSLY SINCE EIGHTEEN NINETY FOUR PERIOD SINCE NINETEEN TWENTY FOUR HE HAS BEEN COMMANDANT OF THE COASTGUARD DURING ITS PERIOD OF GREATEST EXPANSION AND DEVELOPMENT OF ITS HIGHEST EFFICIENCY PERIOD HE WAS NOT ONLY A SAILORMAN IN EVERY SENSE OF THE WORD BUT WAS AN EXECUTIVE OF THE HIGHEST ORDER PERIOD THROUGH HIS DEATH THE COUNTRY LOSES AN INVALUABLE PUBLIC SERVANT UNQUOTE 1100

OPERATOR'S RECORD.

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

TOD 1130 Navy RTB

TREASURY DEPARTMENT

FILE
L.O.C.FOR IMMEDIATE RELEASE,
TUESDAY, MAY 17, 1932.FILE
AMStatement by Secretary Mills.

Secretary of the Treasury Mills tonight sent the following telegram to Mrs. F. C. Billard, widow of Rear Admiral Billard, Commandant of the Coast Guard, who died in Washington late this afternoon:

"Dear Mrs. Billard:

I learned with great grief this afternoon of the passing away of Admiral Billard. In the course of the years during which we have been associated in the public service, I formed not only the highest respect for his character and abilities, but a very real affection for him as a man. His going leaves me with a deep sense of personal loss.

The Government has lost a most devoted, able and trusted public servant. I speak for all of his associates in the Treasury Department, as well as myself, in extending to you our deepest sympathies and in letting you know how thoroughly we share your grief.

Sincerely yours,

Ogden L. Mills,
Secretary of the Treasury."

Rear Admiral F. C. Billard, Commandant of the Coast Guard, entered the Coast Guard service in 1894, has served continuously since that time, and attained the highest rank in the service. He served with distinction in both the Spanish-American and World Wars, and throughout his career his service was of the highest character.

Since 1924 he has been Commandant of the Coast Guard, during its period of greatest expansion and development of its highest efficiency. He was not only a seaman in every sense of the word, but an executive of very real ability. Through his death the country loses a public servant of the highest type.

U.S. Naval Submarine Base,
New London, Conn.,
June 3, 1931.

Commandant, U.S. Coast Guard,
Coast Guard Headquarters, Washington, D. C.

Sir:

The NAUTILUS of the Wilkins-Ellsworth Submarine Expedition is sailing today from New London, Conn., to Provincetown, Mass. Upon application to the Commander Destroyer Force, New London, Conn., he has considerably arranged for an escort to Provincetown, and during the submerged tests there. We expect to complete these trials and depart for Bergen, Norway, on or about June 6. We intend to follow the regular prescribed trans-Atlantic steamship route.

Because of the unique construction of the NAUTILUS and the unknown operating ability of this particular craft under ocean conditions, it is requested that a suitable Coast Guard vessel furnish escort to the NAUTILUS for the first few days of her ocean voyage. The fact that one of the main objects of the Wilkins-Ellsworth Expedition, the study of Arctic ice, is also a subject of direct interest to the U.S. Coast Guard, establishes grounds to ask for Coast Guard assistance. Then too, the movements of the NAUTILUS partially effect the schedule of the GRAF ZEPPELIN, on which the Coast Guard is sending an official observer. If it is possible, therefore, for one of the Ice Patrol cutters to escort the NAUTILUS eastward as far as the longitude of the Grand Bank, it would doubly assure the safety of the expedition.

If this request is granted it would be best to send such notification to us by radio on board the NAUTILUS, which prior to June 6, will be in the vicinity of Provincetown.

Respectfully,

Habutweken

[Handwritten signature]



TREASURY DEPARTMENT

WASHINGTON April 29, 1930.

Rear Admiral Frederick C. Billard,
Commandant, U. S. Coast Guard,
Washington, D. C.

Sir:

Pursuant to the terms of the Act approved April 23, 1930, entitled "An Act To fix the rank and pay of the commandant of the Coast Guard," you shall, while serving as Commandant of the Coast Guard, from and after April 23, 1930, have corresponding rank and shall receive the same pay and allowances as are now or may hereafter be prescribed by or in pursuance of law for chiefs of bureaus of the Navy Department.

Respectfully,

A handwritten signature in cursive script, appearing to read "A. O. Mellon".

Secretary of the Treasury.

Office of Inspector in Chief,
Washington, 12 March, 1930.

MEMORANDUM FOR COMMANDANT:

Subject: Efficiency of Destroyers.

Reference: (a) Memorandum dated 4 December, 1929.
(b) Memorandum dated 4 January, 1930.

Inclosures: Copies of references (a) and (b).

1. It is generally understood that the question of replacing destroyers now being laid up is, to some extent, an open one, and I would invite attention to the following facts:

I have yet to hear a single officer not connected with the Destroyer Force express the opinion that the destroyers are now suitable for operations against run-runners. I am also advised that a considerable percentage of the destroyer officers are of the same mind. It is only natural that some destroyer officers should be biased along this line, possibly because of loyalty to the Force or preference for destroyer duty without consideration of the present practical value of that type of vessel in the work to be performed.

A destroyer's inability to trail after dark, as illustrated by references (a) and (b), and many other reports, is now apparently recognized by everyone, most of all by the runrunners.

2. It has been suggested that the destroyers will "come into their own" if trailers be provided that are fast enough to make contact with Blacks within a few hours after the latter are discovered by the destroyers. This theory is erroneous from the fact that it would be manifestly impossible to place a sufficient number of trailers in the areas being searched, for one to be close enough in any appreciable percentage of the cases to make contact with the Black before dark. For example, if the trailer were within 20 miles of the Black when located (which would be a favorable case), and the margin of speed of the trailer over that of the Black were two knots, it would require ten hours for the trailer to make contact with the Black; this with perfect navigation.

3. Commander Kielhorn's report on operations in the drive off New London in October, 1929, states that 7 to 17 hours are required for trailer to make contact with the Black, this in a concentration where the Blacks made no effort to get out of the area when sighted. There are also very few cases of a destroyer picking up a Black more than seven hours before night-fall.

4. It is also to be borne in mind that if trailers are provided having a margin of two knots' speed over that of the average Black, each trailer

can do scouting almost, if not quite, as efficiently as can a destroyer, especially if the trailers sweep in numbers, which is perfectly feasible and simpler than a sweep by destroyers because of the greater steaming radius of the trailers. This would entail a stupendous saving in cost of personnel and fuel. The great advantage of a sweep by trailers would be the feasibility of immediately taking over each Black by one of the trailers which could stay with it and save the delay and loss in efficiency incident to the employment of separate scouting and trailing craft.

5. Much has been said of the high scouting speed of destroyers, but compilation for two months shows 15.2 knots to have been averaged scouting speed. Moreover, I can see no appreciable advantage of higher scouting speed because this will make no difference in the difficulties associated with turning over to a trailer the Black discovered.

6. Each destroyer has about five officers and some 84 men, with a fuel cost for a day's scouting, at fifteen knots (slowing down at night), of probably \$350. The cost of upkeep of a destroyer is enormous, and the cruising period would probably be from 1/4 to 1/5 of the time in the course of a year.

7. I was recently informed by a most zealous destroyer officer that the morale of that Force is daily falling because of manifest inability to do effective anti-runrunning work with that type of vessel. Furthermore, are our present destroyers efficient military weapons?

8. I am absolutely convinced that efficient operations against run-runners by our picket boats, 75-footers, and offshore patrol boats depend entirely on personnel. For instance, of 12 seizures made from Base Four since last September, five were made by Boatswain Cornell. The seizure made on the Lakes by Chief Boatswain's Mate Hagglove with a 75-footer further strikingly illustrates the possibilities of even this craft in efficient hands.

9. The ridiculously small number of seizures in the Narragansett Bay Area, with vast quantities of liquor pouring in, shows conclusively that picket boats from stations, and 75-footers from bases, have not been doing their work. This is further borne out by the convincing and, to me, most disconcerting testimony of civilians, including run-runners. The duty of an offshore patrol boat, especially in trailing, is most important and difficult, and there are indications that in many cases this is not carried out to a maximum efficiency.

10. To me it is unquestionable that there should be closer commissioned supervision of the three types of craft, and that the majority of our offshore patrol boats should be in command of commissioned officers. Even pending the securing of more efficient offshore patrol boats, is it not highly expedient that commissioned officers be assigned to duty with 75-footers and offshore patrol boats? The laying up of a number of destroyers

would certainly seem to make commissioned officers available for this important duty. It is my opinion that in lieu of taking over more destroyers, the personnel rendered available by laying up our present destroyers could far more advantageously be utilized for offshore patrol boats and footers, even pending the securing of faster boats that can both scout and trail. Moreover, when these faster boats are secured, they should unquestionably be in charge of commissioned officers.

11. It has been said that in the future we may have to reckon with faster motor boats brought down by the supply boats. I believe that this is most improbable since the practical difficulties associated with operating such fast motor boats so far from home base would appear to be insuperable. Even if this method were adopted it is not seen how the destroyer could be a factor in meeting the problem. Trailers with picket boats along the shore would appear to be the solution.

WILLIAM J. WHEELER.

Office of Inspector in Chief,
Washington, 4 January, 1930.

MEMORANDUM FOR COMMANDANT:

Subject: Trailing by destroyers - "Lost after dark."

1. Attention is invited to the six cases of loss of run ship after dark, mentioned in attached report of Destroyer Conference. Five of these cases of "Lost after dark" were by destroyers in two days, January 1st and 2nd.

2. There is not a single actually recorded case of a destroyer turning over a trail to an offshore patrol boat. It would appear that the present day tactics of the runrunner have largely, if not absolutely, eliminated the usefulness of the destroyer as an anti-run craft, in the North Atlantic. It is understood that a destroyer can trail in the moonlight, but practically all operations are in periods of "dark of the moon."

WILLIAM J. WHEELER.

Office of Inspector in Chief,
Washington, 4 December, 1929.

MEMORANDUM FOR COMMANDANT:

Subject: Scouting efficiency of destroyers.

1. There are numerous and manifestly well-founded reports that destroyers can no longer trail Blacks at night, due to the present day tactics and maneuvering qualities of the Blacks as pitted against the great length and lack of maneuvering of the destroyers. Therefore, unfortunately, the usefulness of the destroyer appears to be now limited almost exclusively to scouting.
2. Recent reports from Halifax would indicate that the Black will even develop a trifle more speed, being limited only by the practical and economical features of the problem. It would therefore appear that the future usefulness of destroyers will be limited to scouting even more exclusively than at the present time.
3. Realizing from general discussions among officers that there is a large difference of opinion as to the usual scouting speed of destroyers, this office has examined the records of destroyers for the past two months in order to arrive at a correct conclusion of this mooted question. The result, appended hereto, would indicate that a 15-knot patrol boat would be essentially as efficient for scouting as are the destroyers at present, with the added advantage of ability to trail at night and the enormous advantage of greater economy, including ability to stay at sea for a much greater period, and a greater portion of the time.
4. The advantages of combining the duties of scouting and trailing in one craft are so numerous and well understood that recounting same seems unnecessary, but the most important of these would appear to be avoidance of the danger, amounting almost to a certainty in the majority of cases, of the trailer failing to overtake the scout and the Black by nightfall, at which time the scout will be thrown off and the Black will escape.
5. Furthermore, the enormous cost of operation of the destroyer, which cruises from one-fourth to one-fifth of the time at average speed of 15.2 knots, available for scouting duty only, would seem to cast grave doubt upon the efficiency of that type of craft under existing and future conditions, except in limited numbers for possible special work.

WILLIAM J. WHEELER.

May 25, 1928.

Rear Admiral F. C. Billard,
Commandant, United States Coast Guard,
Washington, D. C.

Sir:

Leaving Washington at such time in June, 1928, as your duties will permit, you are directed to proceed to such countries in continental Europe, and to Great Britain, as you may deem advisable, for the purpose of making a study of and acquainting yourself with means employed in foreign countries for the saving of life from shipwreck which may seem to advantageously affect the interests of the United States Coast Guard, and to make such investigations as you may find practicable, having in view the improvement of life-saving boats, apparatus and equipment for use at the coast Life-Saving stations of the United States.

Several of the countries of Europe in recent years have made marked improvement and progress in their life-saving apparatus for coast stations, and this Department desires to avail itself, so far as practicable, of whatever information in this regard a first-hand examination and study will afford, so that the American service may be kept at the highest possible standard and abreast of present-day requirements.

Having completed your investigation and study, the extent of which the Department leaves to your discretion, you will return to Washington, D. C., and resume your regular duty.

The public interests require this travel.

The travel necessary to carry out the foregoing orders is hereby authorized. Mileage is allowed within the limits of the United States in North America. Outside of the limits of the United States in North America a per diem of \$6 will be allowed in lieu of subsistence, including periods on vessels for which the price of passage includes meals and stateroom.

Mr. O. M. Maxam, Chief of Division of Operations of the U. S. Coast Guard, and District Commander M. W. Rasmussen, U. S. Coast Guard, have been directed to accompany you, and to assist you in these duties.

Respectfully,

SEYMOUR LOWMAN,
Assistant Secretary.

OMM
BMC *RAM* *JES* *A. J. GOR*