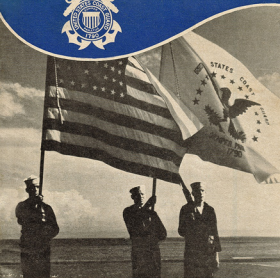


UNITED STATES COAST GUARD



ITS PURPOSE AND ACTIVITIES
IN WAR AND PEACE ★ ★ ★

THE UNITED STATES COAST GUARD

is the Nation's maritime police force. Within that function it performs many interrelated duties, such as the promotion of safety of life at sea, and the maintenance of lighthouses and other aides to marine navigation. Its ships and shore stations form a closely coordinated network of protective and marine observation stations along all the coasts of the United States and its possessions.

★ In the enforcement of law and order and in its constant watchfulness for maritime disasters, the Coast Guard is quite naturally deeply involved in any national preparedness which takes place upon our coastal frontiers. War finds the Coast Guard in a full state of preparedness, and it becomes necessary only to coordinate the work of its personnel, its ships, its planes, its communication stations, and its shore stations with those of the other military services. As this coordination has its basis in close peacetime cooperation, the declaration of war requires only the acceleration of activities.



EXECUTIVE ORDER

DIRECTING THE COAST GUARD TO OPERATE AS A PART OF THE NAVY

BY virtue of the authority vested in me by section 1 of the act of Congress approved January 28, 1915, 38 Stat. 800 (U. S. C., title 14, sec. 1), as amended by sections 5 and 6 of the act of July 11, 1941, Public Law 166, 77th Congress, 1st Session, it is hereby directed that the Coast Guard shall from this date, until further orders, operate as a part of the Navy, subject to the orders of the Secretary of the Navy.

(Signed) *Franklin D. Roosevelt*

The White House

November 1, 1941

Executive Order No. 8929



Under the Executive Order quoted above and in accordance with plans made in 1940 and approved by Secretary Knox on the 21st day of October of that year, the entire Coast Guard as a functioning unit has been bodily placed under the jurisdiction of the Secretary of the Navy with the Commandant of the Coast Guard continuing to administer the Service, but directly under the Chief of Naval Operations. The Coast Guard has been designated as a Service in the Navy Department administered by the Commandant of the Coast Guard under the Secretary of the Navy. Coast Guard Headquarters continues to carry on its logistic functions, keeping close liaison, however, with the bureaus and offices of the Navy Department when assistance and guidance are necessary.

In the field, the Commandants of the Naval Districts have military control of all Coast Guard vessels, shore bases, and stations. The Coast Guard District Commanders, now known as District Coast Guard Officer . . . Naval District, function as administrators of Coast Guard affairs in their respective territories.

Vice Admiral



Rear Admiral



Captain



Commander



Lieut. Commander



Lieutenant



Lieutenant (J. G.)



Ensign





COMMISSIONS



Officers of the United States Coast Guard, in times of peace, enter the Service chiefly through the Coast Guard Academy. They are appointed as cadets after a rigid competitive examination open to the youth of the Nation, and are sent to New London, Conn., for a 3-year course of intensive study. This completed and examinations successfully passed, they are ordered to duty as ensigns and immediately sent to sea.

In time of war, with a need for rapid but temporary expansion of the Coast Guard, many qualified men are commissioned in the Service on the basis of their training and experience and without passing through a service school. These men enter the Coast Guard Reserve, and are called immediately to active duty for the duration of the war. They are commissioned for general duty, and may be detailed to any ship, station, or unit of the Coast Guard.

Young men with high educational qualifications, but without the special types of experience useful in a military service, may be commissioned in the Coast Guard after successfully completing a 3-month



special training course at the Coast Guard Academy. Entrants into this special class are enlisted as apprentice seamen in the Coast Guard Reserve, receive a month's basic military training in that rating and then become cadets. The cadet course of 2 months, which immediately follows the preliminary training, leads to a commission as ensign in the Coast Guard Reserve and immediate active duty for the duration of the war.

Within the Coast Guard, many warrant and chief warrant officers are being temporarily promoted to commissioned status. Appointments from civil life are also being made to the ranks of warrant and chief warrant officer in the Coast Guard Reserve.

The manner of increasing the officer personnel of the Coast Guard to meet the requirements of the present war may be summed up as follows:

In the regular service the Academy classes have been enlarged and the course shortened from 4 to 3 years.

Temporary promotions are being quite generally made.

A Reserve force on active duty is being rapidly built up, consisting of all ranks and ratings below that of commander. Temporary enlistments are also being made in the Reserve in special cases.

The flexibility of these arrangements provide for the utilization of the abilities of all classes of persons of military age whether already in the Coast Guard or still in civil life.



ENLISTMENTS



At the present time all men joining the Coast Guard in an enlisted status enter the Coast Guard Reserve.

They are placed on active duty immediately following their initial training period, and by Executive order of the President will serve until the conclusion of hostilities. This enlistment in the Reserve has the advantages desired by many of immediate active service and the probability of quick demobilization upon the conclusion of the present war.

Members of the Coast Guard Reserve called to active duty are assigned to ships, stations, and other duties in exactly the same manner as men of the regular service, and are eligible for the same special training and opportunities for promotion.

Coast Guard recruits are accepted at recruiting stations scattered over the country. In addition to the permanently established recruiting



offices, the Service maintains many temporary offices for short periods of time, and also operates mobile recruiting trucks which visit the smaller communities. Information regarding enlistment may be obtained from the commanding officer of any Coast Guard ship, station, or unit; from the district Coast Guard officers in the various naval districts, and from Coast Guard Headquarters, Washington, D. C.

The principal requirements for service in the Coast Guard are: Must be between 17 and 55 years of age; if under 21 years of age must have written consent of parent or guardian; if over 21 must produce birth certificate; must be of good character and record; must be at least 5 feet 6 inches in height (5 feet 4 inches if less than 20 years of age); must read, write and speak the English language; must furnish three photographs of himself (passport size and no hat); if married wife must give consent to enlistment and show adequate financial support; must submit to rigid physical examination. Those with previous military or naval service, must present honorable discharge evidence; and may not be over 55 years of age.

PETTY OFFICER'S RATING BADGES



Chief



First Class



Second Class



Third Class

SPECIALTY MARKS



Signal Mark



Aviator's Mark



Aviator's Mark



Aviator's Mark



Gunner's Mark



Boatswain's Mark



Machinery Mark



Electrician's Mark



Carpenter's Mark



Gunner's Mark



Boatswain's Mark



Machinery Mark



Electrician's Mark



Carpenter's Mark



Gunner's Mark



Boatswain's Mark



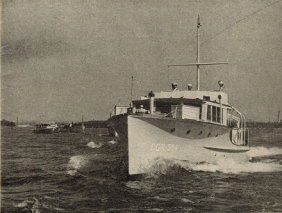
Machinery Mark



Electrician's Mark



Carpenter's Mark



COAST GUARD RESERVE



Establishment.—At the present time the rapid expansion of the Coast Guard for war purposes is being carried out through commissioning and enlisting in the Coast Guard Reserve. No new enlistments in the regular service are being accepted for the time being, and with the exception of regular commissions given graduates of the Coast Guard Academy, all commissions now being granted are in the Reserve.

The Coast Guard Reserve was created and established as a component part of the United States Coast Guard by the Coast Guard Auxiliary and Reserve Act of 1941.

Purpose.—The purpose of the Coast Guard Reserve is to provide a trained force of officers and men which, added to the regular personnel of the Coast Guard, will be adequate to enable the Service to perform such extraordinary duties as may be necessitated by emergency conditions.

Persons Eligible for Membership.—The following are eligible for enrollment in the Coast Guard Reserve: Only male citizens of the United States and of its Territories and possessions, except the Philippine Islands, who have attained the age specified in the appropriate sections hereof, and who are physically and otherwise qualified for the performance of duty in the Coast Guard, and who, through appointment or enlistment therein, obligate themselves to serve in the Coast Guard in time of war or during any period of national emergency declared by the President to exist.

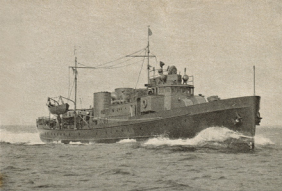
Age Limits of Applicants.—The limiting ages for entrance into the regular Coast Guard Reserve are as follows:

| | | | |
|-------------------------|-------|---------------|-------|
| Lieutenant (j. g.)..... | 25-65 | Warrant | * 21 |
| Ensign..... | 20-65 | Enlisted..... | 17-55 |
| Chief warrant..... | * 30 | * Minimum. | |

Procedure in Making Application for Appointment.—Applications for enlistment in the Coast Guard Reserve are received at any Coast Guard recruiting station. Where the location of the nearest recruiting station is not known to the applicant, information may be obtained from any ship or station of the Coast Guard or from the office of the district Coast Guard officer located in each naval district.

Applications for commissions in the Coast Guard Reserve are made to the office of the district Coast Guard officer in each naval district, the addresses of which may be obtained from any unit of the Service. An application must show and be signed with the full name of the applicant and must be accompanied by or include the following:

- (1) Evidence of citizenship.
- (2) At least three letters of recommendation.
- (3) Statement as to prior military or naval service.
- (4) Transcript of educational qualifications.
- (5) Two recent photographs, one profile and one full-face.
- (6) Agreement to enroll in correspondence courses.

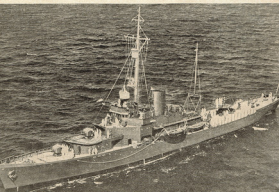


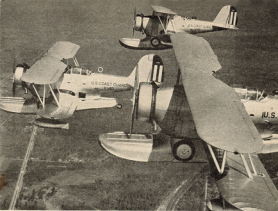
COAST GUARD CUTTERS



The Coast Guard maintains a fleet of cutters for the performance of its many duties upon the sea and the interior waterways of the country. These cutters

vary in size and equipment from the largest type of seagoing ship, 327 feet in length and strongly armed, to small ships 60 feet in length, for use in rivers and harbors. Practically all cutters are armed, in order to carry out the law enforcement duties of the Service and assist in the national defense. All crews are trained in the saving of life and property; the larger ships are equipped for ocean towing, and many of the smaller ones have unusually high speed to facilitate the overhauling of lawbreakers. There are special types of ships for the laying of submarine cables, and a large group of vessels designed for the handling of buoys and maintaining the other aids to navigation.





COAST GUARD AVIATION



Aviation activities of the United States Coast Guard entered upon a new phase with the opening of the present war. The organization, built up primarily for such peacetime functions as the enforcement of maritime law, the rendering of assistance, and the patrol and reconnoitering of large areas, has now taken on additional military duties, while to a certain extent it continues its older functions. The change was not an abrupt one, for during the period of national defense which preceded the recent declarations of war, Coast Guard planes and air stations, had engaged to a large extent in patrol work having a military significance.

As the Coast Guard is primarily a seagoing service, officers and enlisted men are selected from among general service personnel who have received their training in Coast Guard vessels and who have shown their fitness and aptitude for aviation duty. Men, to be assigned for pilot training, are selected from the commissioned officers of the Coast Guard and to a limited extent from enlisted men in the Service. All Coast Guard aviators receive their training at the Naval Air Station, Pensacola, Fla.

Back of the Coast Guard planes is the small but effectively located network of Coast Guard air stations, their sites selected with a view to plane coverage of the entire coast and the placing of aircraft close to points where there is normally most maritime and assistance activities. Most air stations of the Coast Guard are so located that both land and seaplanes can be operated from them. Each air station is practically a self-sustaining unit, complete with facilities for the maintenance and operation of aircraft, and barracks for the personnel assigned. The Coast Guard also maintains at Elizabeth City, N. C., and San Diego, Calif., facilities and trained personnel for the major overhaul of Coast Guard aircraft.

The use to which Coast Guard aircraft was put in 1940, a normal peacetime year, is found in the following:

| | |
|---|-----------|
| Persons warned of impending danger..... | 1,466 |
| Vessels warned of impending danger..... | 259 |
| Persons assisted..... | 223 |
| Emergency medical cases transported..... | 113 |
| Persons transported from disabled vessels..... | 12 |
| Disabled vessels located..... | 76 |
| Navigation obstructions reported..... | 9 |
| Smuggling vessels located..... | 2 |
| Assistance to other Government departments..... | 192 |
| Illicit distilleries located..... | 723 |
| Vessels identified..... | 29,322 |
| Number of flights..... | 4,801 |
| Miles cruised..... | 1,258,344 |
| Area searched (sq. miles)..... | 9,507,066 |
| Time in flight (hours).... | 13,231 |





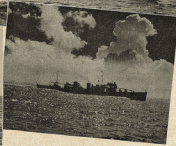
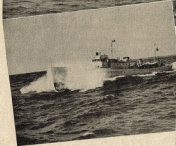
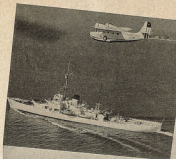
PATROL BOATS



The largest single fleet of small boats operated by any of the nautical agencies of the Federal Government is that maintained by the Coast Guard, numbering as it does well over 4,000 boats. To the normal peacetime duties of rescuing shipwrecked persons, caring for navigational aids, and general patrol of harbors and rivers, has been added the many new wartime tasks. Perhaps most important of the latter are the duties connected with the work of the captains of the port, guarding docks, military works, controlling the movements of all water-borne traffic, and being on the alert for any attempts at sabotage.

Increase of the Coast Guard's peacetime fleet of small boats was begun several months ago. Boat building at the Coast Guard yard at Baltimore was speeded up, and large contracts were awarded commercial boat building concerns. Large numbers of small yachts and pleasure craft have also been taken into the Service under provisions of the Coast Guard Reserve legislation, and boats are also being purchased in the open market.

Many of the boats assigned to the Coast Guard Reserve are being manned and operated by Reserve personnel entirely. Other small service craft are manned chiefly by enlisted men and petty officers of the regular service.



COAST GUARD ACADEMY



The Coast Guard Academy is maintained for the professional education of young men who are candidates for commissions in the United States Coast Guard.

The Academy today offers both an education and a career to candidates who are able to meet the high standards it has established. The 3-year course of instruction is basically scientific and engineering in character. Appointments as cadets are offered to those standing highest in a Nation-wide competitive examination held in June of each year. This examination is open to candidates anywhere who are able to meet the prescribed standards. The mental requirements are in general those required for admission to a high-grade engineering college.



Physical requirements for entrance are exacting because the duties of the Service demand exceptional vigor and stamina. In addition to the mental and physical examination, each candidate is interviewed personally and given a mark in adaptability for the Service. In arriving at this mark, consideration is given to appearance, athletic ability, leadership, and other outstanding special qualifications. Final standing on the list of prospective appointees is determined by averaging the marks received in English, mathematics and general adaptability.

The newly appointed class reports at the Academy about August 1 of each year and is given a preliminary term's work in English, algebra and trigonometry lasting 6 weeks, in preparation for the academic term beginning about September 12. In the afternoons, shop work and seamanship alternate with drills and other practical work. Each weekend during this term a short cruise is made in schooners of the Gloucester fisherman type and in service patrol boats in order to familiarize the cadets with their seagoing future.

During the two academic terms that occupy the fall, winter, and spring months, cadets follow a course of instruction laid out by an advisory board of distinguished educators working in conjunction with the faculty of the Academy. The resulting course is of high educational value and every effort is made to concentrate on the broad fundamentals of science and engineering, for it is fully realized that much of the necessary technical and professional knowledge required of an officer in the Service lies beyond the scope of a 3-year course and must be left to post-graduate and service specialization. In peacetime 4 years.

Plant facilities at the Academy, built as a unit in 1932 at a cost of 2½ million dollars, are unusually complete.

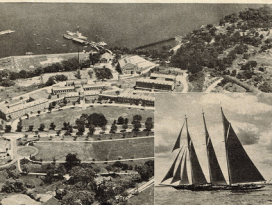
The grounds occupy a site of 45 acres on the banks of the Thames River at New London, Conn. The principal buildings, which are of colonial Georgian architecture, include a cadet barracks and mess hall to house 400 cadets; an administration building containing offices, a library of some 10,000 volumes and a completely equipped hospital of 17 beds, with X-ray and dental laboratories; an academic building housing classrooms, physics, chemistry, electrical, and radio laboratories; an engineering laboratory which contains a complete marine boiler and engine plant; lecture hall and engineering shops; a large armory and gymnasium with a 60-foot swimming pool in the basement, and numerous other buildings of lesser importance. The playing fields

include a football stadium and seven tennis courts. On the river front are a wharf and boat sheds and a seaplane landing field with ramp.

Floating equipment for training in seamanship includes 15 surf and whaleboats, 6 one-design sailing sloops, 2 Gloucester type schooners, and three 75-foot patrol boats. This is in addition to the cruising cutters on which the annual practice cruise is made.

The Coast Guard is a military service. The discipline at the Academy is accordingly military in character and it has been found that this contributes materially to the effectiveness of the instruction undertaken.

In addition to the regular cadet training course, the Academy is now engaged in the training of college graduates for commissions as ensigns in the Coast Guard Reserve. The first of these special courses began in February 1942 at which time 200 young men, selected from hundreds of applicants, were enlisted in the Coast Guard Reserve as apprentice seamen and given a preliminary 30-day training course, a course practically identical with that given to all recruits. They were then classed as cadets and entered upon an intensive 90-day course of instruction in the duties of an officer. This course has been condensed to enable the cadet to acquire in 3 months a practical understanding of the problems he will encounter as a Reserve officer in the Service.





INTERNATIONAL ICE PATROL



The Coast Guard maintains the International Ice Observation and Ice Patrol Service. This work was delegated to the Service by the President following the International Conference on the Safety of Life at Sea, held in London in 1913. Under this convention the cost of maintaining an ice patrol on the North Atlantic shipping lanes during the season when icebergs may be expected to be a menace, is shared by several governments, the ships of which are directly affected. For the purpose, the Coast Guard provides, early each summer, a patrol of seagoing cutters, the duties of which consist of the maintaining of a lookout for icebergs, the observation of weather conditions, the collecting of meteorological and oceanographical data, and the dissemination of pertinent information to shipping directly by means of radio and also through other official agencies. It is interesting to note that not a ship has been lost through striking an iceberg on the North Atlantic route since the establishment of the ice patrol.

AIDS TO



The maintenance of aids to marine navigation is a function of the United States Coast Guard, having been placed under that organization on July 1, 1939, and consists of the maintenance of light-houses, lightships, radiobeacons, fog signals, buoys, and beacons upon all navigable waters of the United States and its possessions; including Atlantic and Pacific coasts of continental United States, the Great Lakes, the Mississippi River and its tributaries, Puerto Rico,



MARINE NAVIGATION

the approaches to the Panama Canal, the Hawaiian Islands, and Alaska.

The chief administrative officer is the Commandant of the Coast Guard, with headquarters at Washington, D. C. Under his direction the functions of establishment, construction, maintenance, and operation of aids to navigation are carried on through administrative and engineering divisions in Washington, and by the various district offices. Because of the wide geographic distribution of aids to navigation on the sea coasts, the Great Lakes, and navigable rivers of the United States, with an aggregate coast line of over 40,000 miles, the field work of the service is carried on by district organizations.

The Coast Guard maintains more than 20,000 buoys, marking the channels of the navigable waters of the United States, the approaches to harbors, and the great mileage of the interior rivers and lakes. These buoys are of varied types, to meet the needs of different situations. The majority are simple, unlighted buoys visible by daylight or by means of a searchlight by night. Particularly in the approaches to the more important harbors, however, a large number of buoys are fitted with lights and with sound signals, and a beginning has been made with the installation of automatic radiobeacons upon these floating aids. Buoys are thus miniature lighthouses, not having the complete degree of reliability of structures erected on a fixed foundation, for they float in the water, but having the significant advantage that their moderate cost makes possible their establishment in large numbers.





SHORE STATIONS



The Coast Guard maintains shore stations on all parts of the Atlantic and Pacific coasts and upon the Great Lakes, so located with respect to equipment and the known danger spots as to cover adequately practically all sections of the country's navigable waters. These stations are equipped with boats, both power and pulling, with communication facilities, and with breeches buoys and other beach apparatus.

MARINE INSPECTION ACTIVITIES



As a result of the consolidation of the former Bureau of Marine Inspection and Navigation with the Coast Guard, provided for in a recent Executive order, the Service is charged with the administration of the laws concerning the construction, equipment, manning, and inspection of commercial vessels of the United States; the supervision of the signing on, discharge, and living conditions of seamen, and the administration of the navigation laws of the United States. These functions have for their basic purpose the promotion of safety of life and property at sea. The effective administration of the laws dealing with these activities necessitates the preparation and publication of rules and regulations to provide the maximum protection to passengers, officers, and crews of American ships consistent with modern marine practices.

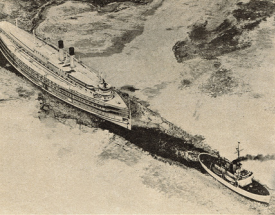
Other duties, included in these new functions of the Coast Guard, are the administration and the enforcement of the laws pertaining to the numbering, equipment, and operation of motorboats.

These new duties and functions of the Coast Guard are carried out under Supervising Merchant Marine Inspectors who function as integral parts of the staff of the District Coast Guard Officers. At the principal harbors in each district are Merchant Marine Inspectors in Charge, responsible for the immediate supervision of their local offices.

A Merchant Marine Council at Coast Guard Headquarters, Washington, D. C., acts in an advisory capacity to the Commandant in the promulgation of rules and regulations affecting merchant marine activities within the cognizance of the Coast Guard.







ICE BREAKING



The Coast Guard, each winter, is called upon to open countless ice-bound harbors, to break channels to large numbers of ships which have been caught in rapidly forming ice, and to deliver supplies to communities cut off from their normal means of communication. The increasing reliance of large sections of the country upon liquid fuels, and the delivery of such supplies in ever-growing quantities by water, the necessity for maintaining fixed schedules over the water links of many railroads, and the countless other forms of transportation, the scenes of which are laid in waters subject to winter freezing, has made the breaking of ice an important function of the Coast Guard.

COAST GUARD AUXILIARY



The Coast Guard Auxiliary is an organization on a purely voluntary basis of groups of small boat operators in all parts of the country, for the primary purpose of promoting the safe operation of small craft and of equipping these craft beyond the ordinary requirements of existing law for the greater promotion of safety at sea. The Auxiliary is a nonmilitary organization and the use by the Coast Guard of the boats of any of its members can take place only when such craft are volunteered for such duty. The rapidly expanding Auxiliary is expected to facilitate greatly the safe movements of vessels of all sizes upon the navigable waters of the United States, as the flag of the Coast Guard Auxiliary is a mark of proven efficiency in the operation of boats, a pledge that the laws regarding navigation and the best practices of such activities will be at all times observed, and an outward indication that the craft from which it flies is suitably manned and equipped to cope with emergencies.

To be eligible for membership, a person must be a citizen of the United States, at least 18 years of age and must own at least a 25-percent interest in a motorboat or yacht. The basic unit of the Auxiliary is the flotilla, consisting of not less than 10 members and 10 boats. It is a relatively autonomous body headed by an elected commander, vice-commander, and junior commander. Each flotilla usually consists of members in an immediate locality.



LAW ENFORCEMENT



The Coast Guard is charged with law enforcement upon the navigable waters of the United States and upon the high seas and is frequently referred to as the Nation's maritime police force. Among its many law enforcement duties are the following:

- Patrol of the waters of the North Pacific Ocean and Bering Sea and southeastern Alaska in the enforcement of laws and regulations for the protection of fur seal, sea otter, and fisheries, and of certain other laws in Alaska.

- Patrol in the enforcement of the North Pacific Ocean Halibut Act.

- Supervision of the anchorage and movements of vessels and of the handling of explosives, inflammable material, and other dangerous cargo aboard vessels.

- Enforcement of the Whaling Treaty Act and Oil Pollution Act.

- Prevention of the smuggling of liquor, narcotics, and other contraband.

- Enforcement of the customs, navigation, motorboat, and other related laws of the United States.

- Enforce provisions of the International Convention on Safety of Life at Sea, 1929.

- Enforce provisions of the International Load Line Convention.

- Enforce provisions of the Officers Competency Certificates Convention, 1936.

- Enforce provisions of the Minimum Age (Sea) Convention (revised) 1936.

- Enforce provisions of the Coastwise Load Line Act.

Enforce provisions of Seaman's Act, 1915, as amended.

Enforce provisions of Motorboat Act, 1940.

Enforce provisions of Numbering Act, 1918, as amended.

Enforce provisions of Dangerous Cargo Act, 1940.

Enforce provisions of Pilot Rules for Inland Waters, Great Lakes, and Western Rivers.

Investigate Marine casualties of all types.

Conduct trials of licensed officers and certificated seamen for misconduct and inattention to duty, incompetency, unskillfulness, etc.





THE COAST GUARD
« « Always Ready » »