

**THE COAST GUARD
AT WAR
THE TEMPORARY COMPONENT
OF THE
COAST GUARD RESERVE**



XX

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THE COAST GUARD AT WAR

TEMPORARY RESERVE

XX

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PREFACE

This history of the activity of the temporary members of the United States Coast Guard Reserve is intended to cover, as fully as possible, the wartime story of this unique branch of the Service. The "Temporary Reserve", as this branch came to be known, was an experiment which definitely proved its value in wartime.

In the pages which follow are outlined the events leading up to its inception, establishment, growth, full utilization, and eventual curtailment. Each activity, as related to the various Naval (Coast Guard) Districts, is recounted on a national level as completely as the available information allows. Throughout this work, Districts are referred to as Naval Districts since in wartime the Coast Guard operates as part of the Navy, and the geographical subdivisions in which it operated were Naval Districts. The term "Coast Guard District", referring to the same subdivisions, is post-war terminology.

Records undoubtedly included many incidents in which Temporary Reservists participated without so designating, and thus must, of necessity, be omitted. Most of the information used herein is specific, and has been obtained from official records which, unfortunately, have not always been complete. During the time elapsed between curtailment of the activity and the compilation of this history there have been numerous changes in personnel, and the disposition of old records has been accelerated for lack of space. District histories, prepared by the District Historical Officers have been, in some cases, quite complete; others have been exceedingly brief, and the Eighth and Seventeenth Districts submitted no Temporary Reserve histories whatever. The Fourth District submitted nothing on its floating units.

An effort has been made to fill various gaps through correspondence with key Temporary Reserve officers and others in a position to furnish useful memoranda. This effort, however, met with little success due to an almost uniform disinclination to answer correspondence.

Nevertheless, it is believed that the available information has permitted reasonably complete coverage of the subject. If any important factor or event in the history of this branch of the Service has been omitted, it is due entirely to inability to tap the only apparent sources of information.

Many statistics of interest and value would have been included in the Appendix had complete figures been on record.

PART I

SECTION I

ESTABLISHMENT AND DEVELOPMENT OF THE TEMPORARY RESERVE

ESTABLISHMENT OF
THE ORIGINAL RESERVE

Since in several respects the Temporary Reserve was the outgrowth of the Coast Guard Auxiliary, it is necessary to refer briefly to the establishment of the latter. The Coast Guard Reserve Act of 23 June, 1939, established the United States Coast Guard Reserve as a voluntary, non-military organization of yacht and motorboat owners. The purpose was to further boating efficiency and safety at sea, and to have a group of boat owners available for assistance in emergency. In an Act approved by Congress 6 June, 1940, it was specified that no motorboat or yacht in this Reserve should be assigned to any Coast Guard duty incident to the saving of life or property, or marine parades or regattas, unless it were placed in charge of a commissioned officer, chief warrant officer, warrant officer or petty officer of the Coast Guard during such assignment. Payment of necessary expenses for supplies and fuel, proven damages, and such, was authorized, but no pay was provided for other than that of regular Coast Guard personnel on such duty. The Act provided that part-owners of boats could belong to this Reserve, but that no member, solely by reason of his membership, should be vested with or exercise the rights, privileges, power or duty vested in or imposed upon the personnel of the Coast Guard.

THE AUXILIARY AND
RESERVE ACT OF
19 FEBRUARY, 1941

The United States Coast Guard Auxiliary and Reserve Act of 19 February, 1941, repealed the Coast Guard Reserve Act of 1939, and established the Coast Guard Reserve as a military component part of the United States Coast Guard. The former non-militarized civilian Reserve of boat owners was transferred to the Auxiliary, newly created by the Act. The Act provided for two broad classifications of Reservists, (a) regular, and (b) temporary. The regular Reservists later constituted that part of the Coast Guard personnel who served "for the duration" full time, with pay. Within the group classified as temporary Reservists were several sub-classifications detailed in a later paragraph.

AUXILIARY: PURPOSE
AND ORGANIZATION

were:

- (a) To further interest in safety at sea and upon navigable waters;
- (b) To promote a better understanding of the laws, rules and regulations relating to motorboats and yachts;
- (c) To promote wider knowledge of navigation and operation of vessels;
- (d) To cooperate with the Coast Guard in the performance of certain duties.

The basic unit of the Auxiliary is the Flotilla, consisting of not less than 10 men 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 from an immediate locality. It has power to accept or reject members, subject to appeal in accordance with the regulations. Flotillas are grouped into geographical Divisions, and each flotilla is represented on a Division Board, headed by a "Captain", "Vice-Captain"

and "Junior Captain". The Divisions, in turn, are grouped into Districts, conforming with Coast Guard Districts, each with its "Commodore", "Vice-Commodore", and staff. In each District, a regularly assigned commissioned officer of the Coast Guard, under supervision of the District Commander, is in charge of the interests of the Auxiliary. The Chief of the Auxiliary at Headquarters exercises supervision over the various District units.

GROWTH OF
PREWAR AUXILIARY

Throughout 1941, the movement for establishing Auxiliary flotillas grew, much more rapidly in some localities than in others. By late Fall, flotillas in many coastal areas had established efficient Auxiliary patrols. In New York State, for instance, patrols were well-organized, and participated in some joint maneuvers at the invitation of certain Army units. By 1 December, 1941, there were 46 flotillas there with 1,354 members and 1,155 vessels. In the Puget Sound area there were more than 200 boats and members.

FIRST AUXILIARY
BOATS "TAKEN OVER"

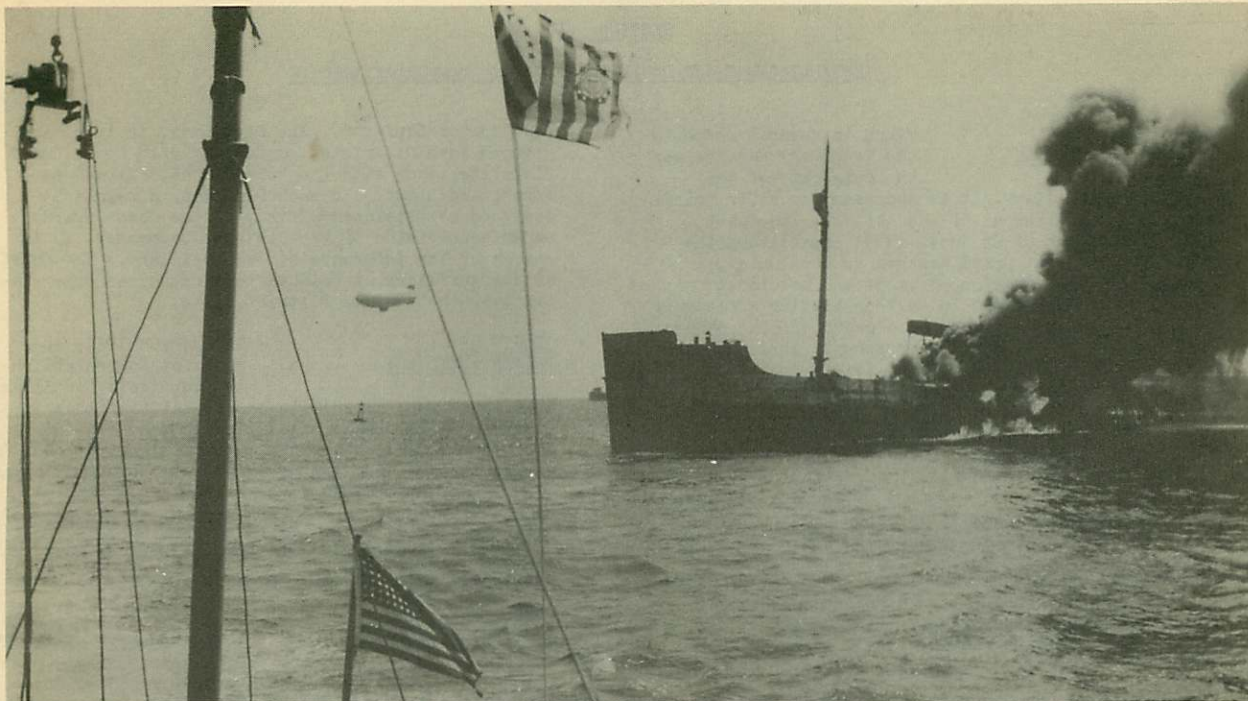
During early 1941, following passage of the 19 February 1941 Act, operations due to the War in Europe grew rapidly, and came nearer and nearer to the Atlantic seaboard. The President declared an Unlimited National Emergency on 27 May, 1941. Executive Order No. 8767 of 3 June, 1941, directed that certain Coast Guard personnel operate as part of the Navy. Thereupon, the Coast Guard was called on to provide 1,732 men to replace others withdrawn from the Coast Guard fleet to man 4 Navy transports. The "Neutrality Patrol" became a full-scale operation. Small patrol vessels and personnel to man them were needed with increasing urgency. As activity expanded, more shore stations were necessary. On 8 July, 1941, the Commandant sent a letter to all District Commanders, stating that the Coast Guard was taking over about 280 boats from members of the Auxiliary to be employed in various District duties, and that the missions of some would require arming.

TRANSFER OF COAST
GUARD TO THE NAVY

The Coast Guard in the Honolulu (Fourteenth) District was transferred to the Navy by Executive Order 16 August, 1941. Executive Order No. 8895, 11 September, 1941, provided that certain Coast Guard units, vessels or personnel could be transferred to the Navy when agreed upon by the Chief of Naval Operations and the Commandant with the approval of the Secretary of the Navy, and could be returned to the Coast Guard during the unlimited emergency. However, the entire Coast Guard was transferred to the Navy by Executive Order No. 8929 on 1 November, 1941, and thereafter, throughout the War, it operated as an integral part of the Navy.

AUXILIARY PATROLS

The attack on Pearl Harbor 7 December, 1941, brought about increased activity among Auxiliarists. Those in the Seattle District began patrol that night. Many patrols were established on a regular basis, with Auxiliarists putting in many hours a week patrolling in their own vessels. Their work was valuable, but as the war tempo increased and port security responsibilities grew, it became evident that the status of the Auxiliary as a civilian



A TANKER BURNS OFF THE EAST COAST WHILE A
COAST GUARD PATROL BOAT AND NAVY BLIMP STAND BY



THREE AGAINST THE SEA
THREE BRITISH MERCHANT SEAMEN RESCUED FROM FRIGID SEAS
BY A CG CUTTER WHICH HAD JUST ENGAGED A U-BOAT

organization prevented the most effective wartime use of its personnel. The fact that these civilians lacked military authority largely limited their usefulness. There was a certain looseness in organization, and in some localities too much of the yachting spirit. The need for militarization was very apparent.

AUXILIARY AND RESERVE ACT AMENDED JUNE, 1942

In June, 1942, Congress amended the Coast Guard Auxiliary and Reserve Act of 1941, authorizing enrollment of temporary members of the Coast Guard Reserve for intermittent, part time duty. Duty could be on one of the following bases:

- (a) Full time without pay from any source
- (b) Part time or intermittent duty without military pay
- (c) Full time with military pay
- (d) Full time without military pay.

(Note: There was one exception to (d). Unique in the Temporary Reserve, the artist Anton Otto Fischer was enrolled as lieutenant commander for part time duty with pay).

At first, any member of the Auxiliary could volunteer the services of his boat, himself, and his crew if any, for temporary service in the Temporary Reserve. Age limits were 17 to 64 years, and physical requirements were liberal. Thus, the Coast Guard was able to draw on the Auxiliary's complement of trained manpower for the performance of regular Coast Guard duties on a military basis, and the Auxiliary became the source of supply of Temporary Reservists. Although the majority of Temporary Reservists were enrolled from the ranks of the Auxiliary, the amendment of June, 1942, did not limit enrollment to this class of personnel. The amendment authorized the commissioning or rating of men who, by reason of their special training and experience, were qualified for special duties. It was unique in the annals of the military law of this Nation. It developed that Temporary Reservists set up a wholly new, practical application of patriotism.

"CGR" VESSELS

One of the early duties of the Auxiliary was the procurement of Auxiliary craft for enrollment in the Coast Guard Reserve. When patrols were conducted by civilian Auxiliary members in their own vessels, the latter were known as "CGA" vessels. When boats were turned over to the Coast Guard Reserve on a charter, loan basis, they became "CGR" craft. Each was given a number preceded by the letters CGR. The militarized Temporary Reservists served, for the most part, in these CGR boats, until such craft became unsuitable for further duty and the Coast Guard had acquired through purchase or construction a sufficient number of its own vessels to fulfill the need. There was a different arrangement in the Third Naval District in the earlier days. Auxiliary vessels, used for a while by Temporary Reservists, were designated "CGR-T" and used only on part time duty. The designation was later changed to "CGR03", meaning "temporary, intermittent duty, Third Naval District". Later, regular CGR boats were used in that District.

ORIGINAL USE OF TEMPORARY RESERVISTS

A program for Temporary Reservists on full time duty with pay was originally established to facilitate the acquisition of Reserve boats from the Auxiliary by the Coast Guard. The need for small craft for patrol duty was critical. A great many boat owners felt that they would like to accompany their boats into the Coast

Guard for full time duty. Such men were allowed to enroll for specified short periods of full time duty, such as three or five months. One month was the minimum. Obviously, not every boat owner was able to meet physical requirements for admission into the regular Coast Guard Reserve, and to obtain the needed manpower, waivers were granted in most cases, and a large number of men thus became Temporary Reservists. They were enrolled with the distinct understanding that they were not to be transferred from their particular boat, or out of the District. On the basis of regulations then current, this was a peculiar situation; problems arose between the Temporary Reservists and the regulars working with them. Sometimes, motives were not entirely unselfish, and the Temporary Reservist was no exception. Some offered their boats thinking that membership constituted reason for draft deferment, which it did not, and some others took advantage of the fact that they could not be transferred from their boats.

COASTAL PICKETS

By the Spring of 1942, the situation in the Atlantic and along the United States Atlantic coast, and later the Gulf coast, became extremely critical. German submarines operated almost at will, and tankers were favorite targets. However, operations were by no means confined to tankers, and vessels of all kinds were being sunk in alarming numbers. Survivors by the thousands were being brought to East Coast ports. The Navy assigned to coast patrol all of the smaller craft which it could spare, but the United States found itself in a two-ocean war, with hardly a one-ocean Navy, and the number of craft which could be spared was tremendously inadequate. The value of small craft for patrol and rescue operations had been demonstrated forcibly at Dunkirk. It became evident that, if the United States was to bend every effort to protect shipping along its shores, prevent sabotage, and hunt down the submarine, a great fleet of small craft must be organized and put to work immediately. The Commander-in-Chief of the United States Fleet ordered the Coast Guard to organize observation and patrol units, and it was under these conditions that the Coast Guard began an intensive campaign to take over Auxiliary vessels for coastal patrol and induct them into the Reserve in order to carry out the needed offshore patrols. Men also were needed to man these vessels.

SUCCESSFUL PROCUREMENT

Thus it was that, by 22 December, 1942, the Coast Guard had in operation 2,093 USCG Reserve small craft, a large number of which were used offshore as coastal pickets. These were very largely manned by Temporary Reservists on full time duty with pay, and with ranks and ratings appropriate to their duty, and pay equivalent to that of the regular Coast Guardsmen of the same ranks and ratings. These men led a rugged existence and performed highly valuable service, as explained in greater detail in Part II, Section I. However, there was some lack of full control by the Coast Guard due partly to the temporary nature of enrollment, and there were some complications because of inability to transfer the men from their district or location without their consent. Some regulars felt it unfair that TRs could not be assigned to combat duty.

TERMINATION OF ORIGINAL TYPE OF ENROLLMENT

Personnel Bulletin No. 104-42, 29 October, 1942, ordered the reclassification or disenrollment of temporary members of the Coast Guard Reserve serving full time with military pay, to be effected not later than 30 November, 1942. This date was later extended to 15 December, 1942. Such Reservists were given the

option of remaining in the Temporary Reserve serving full or part time without military pay, joining the regular Reserve if physically qualified, or being separated from the Service. A very good percentage transferred to the regular Reserve, and many shifted to a voluntary, no-pay basis on different duty. This original type of Temporary Reserve enrollment was terminated on 15 December, 1942, and thereafter the coastal pickets were operated by the regulars or regular Reservists.

TEMPORARY RESERVE CATEGORIES SUMMARIZED

There were several categories of Temporary Reservists when the organization finally settled down on a stable basis. About five months after authority was granted to enroll Temporary members of the Coast Guard Reserve, Personnel Bulletin No. 104-42, dated 29 October, 1942, had made the final change. The term "Temporary Reservist" was confusing to some because of these various categories, which may be summarized:

- (a) Temporary Reservists (from the Auxiliary) in a part time voluntary capacity and in a no-pay status. (Usually units afloat.)
- (b) Temporary Reservists (Volunteer Port Security Force) in a part time voluntary capacity and in a no-pay status. (Usually guard details on piers, wharves, and other harbor facilities.)
- (c) Temporary Reservists (from Pilot Associations) on a non-military pay basis, but receiving usual pay from the particular Pilot Association by whom they were employed.
- (d) Temporary Reservists (Civil Service Employees) on full time non-military pay basis, but receiving regular pay from Coast Guard Civil Service appropriations.
- (e) Temporary Reservists (Merchant Marine Inspectors) on a full time basis without military pay, but with pay from Coast Guard Civil Service appropriations.
- (f) Temporary Reservists (Coast Guard Police) on a full time basis without military pay but receiving regular pay from the particular shipyard or war plant by which they were employed.

A certain latitude was allowed in the case of individuals who wished, and were in a position, to give more service than called for under the rules and regulations. For instance, in the Third Naval District, two men were commissioned to serve full time without pay from any source; they were the Commanding Officer of the Port Newark Coast Guard Base and a duty officer at the Coast Guard Operating and Patrol Base at City Island, New York. Also, in the Third District were two TR officers who served full time with military pay and for whom there was special dispensation. The Engineer Officer of the Coast Guard-manned transport WAKEFIELD was a full time Temporary Reservist with pay. There were a few other exceptions to the general rule where special qualifications made men of particular value to the Coast Guard.

PRIMARY PURPOSE OF TEMPORARY RESERVE

The primary purpose underlying the entire Temporary Reserve activity

was the release of regulars and regular Reservists for duty at sea and in combat areas. Demands for men at sea were constant and urgent, and grew as the war tempo increased right up to final victory. Yet, this demand could not be met at the expense of the security of our ports, through which vast amounts of war materials, equipment, munitions and men were

pouring to the battle areas. The Temporary Reservists, for the most part, took over duties of guarding the ports. The following figures indicate the success of the undertaking. On 7 December, 1941, Coast Guard personnel totaled about 23,000. The peak was reached about 30 June, 1944 with 175,000, including Spars. In addition, Temporary Reserve personnel had grown to 51,173 actively enrolled, of which 44,307 were serving without pay, and it was estimated that this number had released 8,250 full time Coast Guardsmen.

EARLY VOLUNTARY ENROLLMENTS ON A NO-PAY BASIS

Soon after the amendment of June, 1942, while coastal picket enrollments were being expanded, enrollment in the Temporary Reserve on a part time, no-pay basis was inaugurated in order to militarize Auxiliaries conducting harbor and inlet patrols in their own craft, thus gaining better control over them and expanding their authority. The original intent was to use this type of Temporary Reservist entirely on waterside patrol of harbors, in inlets, and along the shores, supplementing the regulars who were patrolling the beaches and guarding docks. Their training and experience made them valuable. Officers visited flotillas, particularly along the Atlantic seaboard, to obtain men for the only part time, fully responsible military organization in all our history. Some of the old Auxiliary members resisted this change, fearing that if they enrolled in a military organization they would be subject to full time duty and transfer to other areas, despite assurances that this could not be done under the terms of enrollment. Resistance gradually broke down and the majority of Auxiliaries became Temporary Reservists. Those who did not continue in the Auxiliary as purely civilian members. By the latter part of 1942, recruiting for this type of service had gone far, and Auxiliary-Temporary Reservists were becoming an effective unit, taking over many CGR patrol craft on a 24-hour, 7 day basis. These men, for the most part, took special assignments on a part time basis serving 12 hours a week. They had full military status while on duty. When so engaged they were vested with all the rights, privileges, powers, and duties of a regular member of the Coast Guard Reserve of the same rank or rating, were subject to all laws and regulations of the Government and the Coast Guard and its Reserve, and were subject to court-martial.

PERSONNEL VARIATIONS IN ORGANIZATION AS BETWEEN DISTRICTS

Temporary Reservists serving as Pilots, Civil Service employees, and Coast Guard Police were uniform-

ly organized in all Districts. It would be expected that the types of organization for volunteer TRs for specific types of duty would also be uniform, but that was not the case. Expediency sometimes varied with different localities. The following summary will show the variations.

<u>Naval District</u>	<u>Units Afloat</u>	<u>Guard Detail Ashore</u>
1st	Enrolled from Aux. Flotillas (No organizational distinction)	Enrolled from Aux. Flotillas
3rd	Enrolled from Aux. Flotillas (No organizational distinction)	Enrolled from Aux. Flotillas
4th	Enrolled from Aux. Flotillas	Direct Enrollment VPSF Regiment
5th	Enrolled from Aux. Flotillas	Direct Enrollment VPSF Regiment
6th	Enrolled from Aux. Flotillas	Direct Enrollment VPSF Regiments
7th	Enrolled from Aux. Flotillas	Direct Enrollment VPSF Regiments

<u>Naval District</u>	<u>Units Afloat</u>	<u>Guard Detail Ashore</u>
	(continued)	
8th	Enrolled from Aux. Flotillas	Direct Enrollment VPSF Regiments
9th	Enrolled from Aux. Flotillas	Enrolled from Aux. Flotillas VPSF, Duluth only
10th	None	Direct Enrollment VPSF Regiment
11th	Enrolled from Aux. Flotillas (No organizational distinction)	Enrolled from Aux. Flotillas
12th	Enrolled from Aux. Flotillas	Direct Enrollment VPSF Regiments
13th	Enrolled from Aux. Flotillas	Enrolled from Aux. VPSF Regiments

METHODS OF ENROLLMENT FOR VOLUNTEERS

Applicants for the Auxiliary were interviewed by a committee who determined their experience and qualifications. If accepted, they were then enrolled as members if boat owners, and as associate members if only part owners. Eventually, non-boat owners were accepted as associate members. When volunteer Temporary Reserve enrollment began, applicants for the Temporary Reserve from the Auxiliary were screened by Coast Guard Intelligence and FBI to determine loyalty to the United States, police records if any, and such. If found satisfactory, the applicant was enrolled in the Temporary Reserve. Toward the end of 1942, most enrollments were for the Temporary Reserve, but except for the VPSF, the same procedure of first enrolling in the Auxiliary was followed. Volunteer Port Security Force enrollments were direct, except in the Eleventh and Thirteenth Naval Districts. Both classes underwent physical examinations which resulted in relatively few eliminations but gave the Coast Guard an official record of the man's condition on enrollment.

THE ENROLLMENT OF FISHERMEN

On 29 June, 1942, the Commandant of the Coast Guard proposed in a letter (see Appendix IV) to Admiral Andrews the enrollment of the master or mate of certain fishing vessels (operating in potential submarine waters) into the Temporary Reserve in a petty officer rating and place him on full time active duty with pay. He would be permitted to continue his commercial fishing operations, but would be required to perform such reporting and rescue operations as would not greatly interfere with fishing activities. Such vessels would be radio-equipped. Eventually, there were many flotillas and patrols conducted wholly by fishermen.

ENROLLMENT FOR VOLUNTEER PORT SECURITY FORCES

On 11 May, 1942, with realization that the Port of Philadelphia needed greater protection, a plan formulated by Dimitri F. White and Donald F. Jenks of Philadelphia was sent to the Office of Defense Transportation at Washington. This plan was to establish a regiment of volunteers to serve part time guarding vessels, wharves, piers, and other waterfront facilities, as precaution against sabotage and fire, unauthorized persons in restricted areas, and anything else which might endanger waterfront properties and personnel. Men for the force would be inducted into the Temporary Reserve directly without recourse to the Auxiliary, and would be entirely apart from the Auxiliary in every respect. The plan received initial approval of the ODT, then the approval of the District Coast Guard Officer of the Fourth Naval District, and was finally presented to the Commandant of the Coast Guard, Admiral Waesche, on 10 July, 1942. The result was final acceptance

and authorization to enroll volunteers. Organization of the Regiment began on 29 July, 1942, with the appointment of a Commanding Officer, and the Regiment rapidly took shape. This plan was so successful at Philadelphia that similar Volunteer Port Security Forces were organized in 22 ports of the United States. Thus, another type of Temporary Reserve enrollment became very important. The history of the Temporary Reserve Volunteer Port Security Forces is given in some detail in Part II, Section III.

THE COAST GUARD POLICE

A letter dated 4 August, 1942, from the Coast Guard Commandant to all District Coast Guard Officers, directed enrollment in the Temporary Reserve of an entirely new class of Reservist. At many important localities along our coasts were industrial plants, largely shipyards, having Navy and Coast Guard contracts. There was need for much more closely controlled guarding of these plants than was possible with the civilian guards provided by the various concerns. The Commandant's letter directed enrollment in the Temporary Reserve of the civilian protective forces employed at such plants, thus placing them under military control and discipline. After enrollment, these guards continued to perform the duties for which they were employed by the yard or plant, and to receive compensation from their firms. They received no pay or allowances from the Coast Guard other than a sleeve band bearing "Coast Guard Police". Peak enrollment was nearly 24,000. As plants completed their contracts and were dropped from Navy Responsibility Lists, the plant guards were disenrolled, and most of this was accomplished by mid-1944. Except in the Thirteenth District, where the Coast Guard was responsible for training and command of Coast Guard Police, the Coast Guard acted merely as the enrolling official, and as actual jurisdiction and control were vested in the Navy, the activity came under the Naval District Security Officer.

OFFICERS ON CIVIL SERVICE BASIS

By Executive Order No. 9083 of 28 February, 1942, under the First War Powers Act, all functions of the Bureau of Marine Inspection and Navigation were transferred from the Department of Commerce to the Commandant of the Coast Guard. By Headquarters letters of 1 June, 1942 and 24 June, 1942, the organization of the Marine Inspection Division was established. Initially, the functions of the Division were divided into three distinct categories, (a) Materiel Inspection Section, (b) Licensing and Certificating Section, and (c) Shipment and Discharge Section. Headquarters letter issued in May, 1943, directed all DCGOs to establish Hearing Units. Duties of the Marine Inspection Division included, in part, the approval of vessels construction plans, materiel inspections at factories, inspections during construction, periodic inspections after vessels were placed in operation for the purpose of insuring seaworthiness, and enforcement of the laws and regulations relating to navigation generally. The work of qualifying, instructing and drilling personnel manning our merchant fleet was intensely carried forward. Responsibility was assumed for the examination and testing of all life saving, fire fighting and safety equipment on all troopships departing from our ports, and the drilling and familiarizing of the vessel personnel with such equipment. Under the Department of Commerce and in the early period under the Coast Guard, personnel of this Division were Civil Service employees. It became desirable to militarize the activity, and a large percentage of the personnel were inducted into the Coast Guard Reserve or regular Service. Personnel Bulletin 3-43 of 11 January, 1943, authorized enrollment in the Temporary Reserve of Civil Service employees holding



ADMIRAL RUSSELL R. WAESCHE, USCG
COMMANDANT OF THE COAST GUARD

key positions where such would be of advantage to the Coast Guard.

VARIOUS CLASSIFICATIONS

Under authority of the Bulletin, Merchant Marine Inspectors were enrolled in order that they might have military authority for the proper performance of duty, to have unquestioned access to confidential information, and to be integrated with military personnel with whom they might be serving. It became desirable to militarize certain civil, marine, and communications engineers employed by the Coast Guard on a Civil Service basis. In a number of cases, engineers served full time as Temporary Reservists without military, but with Civil Service, pay. In some Districts, men with outstanding special qualifications were enrolled in the Temporary Reserve to perform appropriate functions. For example, officers so enrolled in the Third Naval District, as outlined below, received their regular pay as Civil Service employees but no military pay or allowances other than their uniforms.

(a) Civil Engineering Office	10
(b) Shipping Commissioner	1
(c) Aids to Navigation Office	1
(d) Chemists; Brooklyn Supply Depot	2
(e) Coast Guard Academy	1
(f) Merchant Marine Inspectors	16
(g) Commanding Officer, Buoy Tender HAWTHORNE	1

Most of such officers were disenrolled by 30 November, 1945.

MILITARIZATION OF THE PILOTS

It was nearly a year after Pearl Harbor that steps were taken to militarize the pilots. On 4 December, 1942, the Commandant authorized the commissioning of pilots as temporary members of the Coast Guard Reserve. This resulted in almost immediate enrollment of harbor pilots throughout ports of importance in the United States. It gave the Coast Guard operational control, served to hold the units intact for the duration, and gave the pilots military authority. These officers were enrolled as lieutenant commanders, lieutenants, or lieutenants (junior grade) for the most part, depending upon their ages and length of service. They received no military pay, but continued to collect piloting fees exactly the same as in civilian status. All pilots were disenrolled on or about 30 November, 1945. Their work is covered in some detail in Part II, Section X.

TEMPORARY RESERVE IN WEATHER PATROL

Ocean Weather observation in the Atlantic was an activity of great importance to sea traffic and of particular importance to trans-Atlantic flying. Ocean Weather came under the jurisdiction of the Coast Guard Communications Office of the First Naval District between 4 October, 1943, and 1 April, 1944, when administration was assumed by the Navy. During this period, efforts were made toward smoother functioning of the weather units. These were Coast Guard vessels operating on weather stations in the North Atlantic, attached to the First Naval District for logistics and operating out of Boston as the major base. In February, 1944, plans were made with the Weather Bureau for better administration and greater accuracy in reports. As a result of a conference at Boston between representatives of the Coast Guard and the U. S. Weather Bureau, it was agreed that four Weather Bureau men would be assigned to each vessel. Encouragement was offered personnel of the Weather Bureau to enroll in the Temporary Reserve for part time duty as Chief Aerographer's Mates to be on active duty for

the duration of each patrol. Eventually, about 125 men enrolled on this basis, and these Temporary Reservists contributed very valuable service in furthering the efficiency of this particular activity. Enrollments were effective 15 April, 1944. An account of their work is given in Part II, Section IX. Disenrollment occurred in the latter part of 1945.

THE MEN WHO COMPRISED THE UNPAID VOLUNTEERS

The bulk of the volunteer, unpaid Temporary Reservists were men who, for one reason or another, could not at the time enter full time service in the armed forces but who, nevertheless, because of their patriotism, abilities and desire to do their bit, were willing to guarantee at least 12 hours of duty each week. Many gave considerably more time, often as much as 40 to 50 hours a week over an extended period. Ages ran from 17 to well over 70. While in some areas, men subject to draft were denied enrollment, they were accepted in others. All were subject to physical examination, but due to the type of service these men would perform, some physical handicaps were overlooked. Therefore, many who, because of age or minor disabilities, were excluded from regular service, were able to serve their country as members of this organization. There was a vital job to be done, and these men selected themselves to do it. The great majority served well, for which their only recompense was a calm conscience, and the comradeship of men pulling together with a common purpose.

FROM ALL WALKS OF LIFE

Most gave willingly of their time, assuming their duties with the understanding that there would be no pay, no benefits, no ribbons, and no veteran status. Transportation to and from duty would be largely at their own expense. They came from all walks of life. Probably every profession and trade was represented in the Temporary Reserve. A boat crew or a dock watch made up of such men as a grocer, a business executive, an automobile mechanic, a school teacher, a pressman, and an apartment house janitor was entirely typical. Clergymen were especially situated to give valuable time. Bank presidents stood watches on coal docks with their office boys. An ex-Governor of Maine was a seaman on Boston Harbor patrol; a seaman on guard detail at Portland, Maine, became Governor of that State while still on active duty; Arthur Fiedler, famous conductor of the Boston Pops Orchestra was a seaman in one of the Boston floating units. This was typical of all Districts. Veterans of World War I loomed large in the rosters; most were too old to serve in the regular armed forces, and found the Temporary Reserve a practical outlet for their patriotism and pent-up desire to do what they could.

EARLY SKEPTICISM ABOUT TEMPORARY RESERVISTS

The Temporary Reserve was a new venture, and it was natural that District Coast Guard Officers and others should be skeptical about the usefulness of these men on a purely voluntary, no pay basis. Many were very polite about the whole thing and withheld judgment. Others politely expressed their doubts. Official comment from the First Naval District, made on 9 January, 1943, was: "The Auxiliary and Temporary Reserve present quite a problem. There are lots of them and they are full of pep and would like to participate in the war effort. Opportunity for their useful employment at odd times is very limited, and I suspect that they feel that the Coast Guard does not appreciate their worth.... I am concerned about the large number of officers in the Temporary Reserve who do not come under close supervision of regular Coast Guard officers, pilots, plant guards, and Coast Guard Auxiliary officers in

particular. They know little of the ways of the service and are not in regular contact with service activities. Yet, they wear the uniform, feel authorized to exercise authority, and in general may bring credit or discredit to the Coast Guard. In taking over the pilots, we acquire more officers with the rank of lieutenant commander than we had in the District organization, excluding officers of the fleet." In the earliest days when the volunteers began to function around St. Louis, oldtime rivermen laughed at the idea of "amateur boatmen" doing a serious job. "They're just a bunch of playboys", the rivermen scoffed, "and they couldn't tell a bilge from a barnacle." Later, the rivermen came to have a very wholesome respect for the "playboys" and their abilities.

ACCEPTANCE OF TEMPORARY RESERVISTS BY REGULARS

Throughout the early period there was strong reluctance on the part of many officers and men of the regular service to accept the TRs on anything approaching an equal basis. It was particularly true in some Districts with units enrolled from the Auxiliary and serving afloat. This was probably due to prejudices, a lack of understanding, and failure to correctly estimate abilities. Contact, education, and the exemplary performance of duty by the TRs contributed to eventual acceptance, and finally there was high esteem in virtually all areas. In February, 1944, the Temporary Reserve Personnel Officer of the Fourth Naval District wrote in the war diary: "the most noticeable trend is the disposition of the Regular Service to accept more readily the volunteer efforts of the TRs. This changeover has been pronounced and definite." In the later days the regulars praised the TRs for their work and their conscientiousness.

THE RETURN OF "CGR" VESSELS

All District Coast Guard Officers were directed to return to owners all reserve vessels not then actively used, "but do not incur expense without specific authority of HQ". A large number of CGR vessels had been procured by the end of 1942, and most needs for small craft had been met. Patrols offshore and near-shore were better organized, and the Coast Guard was building a substantial number of small vessels, principally 38-foot picket boats and 83-foot cutters. The result was the beginning of a surplus in small craft. A policy was then inaugurated of returning Reserve vessels to their owners if unsuitable or not needed; or if requested by the owner except where such craft were badly needed and especially suitable for the duty performed. Reassignment of vessels followed, with transfers from one District with a surplus to another with a shortage, from duty for which they were unsuited to other duty more appropriate, and some from coastal picket work to port security duties and vice versa. It was pointed out that effective performance of port security vessels must be maintained. The result of this reshuffling was a surplus of suitable craft, and steps were taken to dispose of them. District Coast Guard Officers designated boards of three officers to survey surplus CGR vessels. Surveys were completed and forwarded to Headquarters, indicating needed repairs or rebuilding to place the vessels in a condition satisfactory to the owners, an estimate of the cost, a statement from the owner as to work of restoration he considered fair and his estimate of the cost. Return of these vessels began about the first of 1943, and continued until 1945.

COMPLICATIONS IN RETURN OF BOATS

Turning back boats to their owners developed into a first class headache. Many had been badly battered through abuse or legitimate use in the Coast Guard. Act 502 of the

Auxiliary regulations provided for restoring boats in good condition at Government expense, and fair promises had been made to owners when it was difficult to get Reserve craft. Some boats were not worth repairing. Even if returned in first class condition some owners were inclined to avoid taking them back because they would probably be nothing but an expense during wartime. Figures for the Third District are enlightening. In winding up Reserve boats in that District it was found that of the 730 vessels on which possible claims might have been made, 213 claims were actually filed. The amount of owners' claims totaled \$132,247.26; the amount of estimate by the Coast Guard was \$46,099.36; the Board's awards totaled \$66,218.03. The average cost of the 730 vessels worked out at less than \$97 each.

DESIGNATION OF TEMPORARY RESERVE PERSONNEL OFFICERS

Until the latter part of 1943, the Temporary Reserve grew and was administered by Headquarters, through the DCGOs and the Auxiliary-Temporary Reserve District Directors, or the Commanding Officers of the VPSF Regiments. By Commandant's Circular No. 64, dated 9 November, 1943, a Temporary Reserve Division was established in the Office of Personnel at Headquarters with over-all responsibility for personnel aspects of the Temporary Reserve program. The program in the various Districts was to be administered by the District Coast Guard Officer who designated an officer on his Staff as the Temporary Reserve Personnel Officer immediately responsible to the District Personnel Officer. In the selection of this officer, the following qualifications were considered: he should (a) understand and appreciate the potential services of the TRs, and be able to stimulate their continued interest; (b) be able to deal effectively with other Coast Guard officers and be thoroughly conversant with basic Coast Guard practices and procedures; (c) be an officer not qualified for sea duty so that there might be reasonable continuity of his assignment; and (d) preferably be an officer other than the District Director of Auxiliary in order to avoid any confusion between membership in the Auxiliary and status as a Temporary Reservist. Inclosure A, forwarded with this circular, read:

"Under the direction and supervision of the Personnel Officer, the Temporary Reserve Personnel Officer shall:

1. Be responsible: (a) for developing, in conjunction with the Operations Officers, a program for utilizing temporary membership in the Reserve; and (b) for the enrollment and other matters affecting the status of individuals as temporary members of the Reserve, including Coast Guard Police, pilots, officers of Great Lakes vessels, members of the Auxiliary, members of the Volunteer Port Security Forces, civil service employees of the Coast Guard and other groups.
2. Maintain liaison with the Navy Security Officer relative to matters pertaining to the enrollment of Coast Guard Police.
3. Maintain such personnel records for temporary members of the Reserve as are centralized in the District Office.
4. Prepare basic orders and forms involved in the assignment of temporary members of the Reserve.
5. Review the proficiency and conduct of temporary members of the Reserve in performing duties to which they are assigned and make recommendations thereon.

6. Keep the Operations and Personnel Officers informed of the progress of the program and of actual activities being performed by temporary members of the Reserve.
7. Consult with the District Director of the Auxiliary in the utilization of members of the Auxiliary as temporary members of the Reserve.

8. Approve, within prescribed limits, advances in ratings, changes in ratings, and other changes affecting personnel enrolled in the enlisted Status.
9. Keep thoroughly informed of all regulations and directives pertaining to temporary members in the Reserve.

SECTION II

VARIOUS PERSONNEL MATTERS

PERSONNEL MATTERS SUMMARIZED

In this Section are summarized some of the more important factors relating to Temporary Reserve personnel. Since most of the problems grew simultaneously with the organization, no effort is made toward chronological arrangement.

DISCIPLINE TAKEN SERIOUSLY

In the earlier days of the Temporary Reserve, there was concern in various quarters because of a feeling that, in a military service, there was little or no control over the volunteer. Disciplinary measures taken in the various Districts, however, proved that there was little ground for such concern. Generally, commanding officers were very strict, and the vast majority of men took discipline very seriously. A court martial, with loss of rating or other disciplinary action, was something the mature man desired to avoid, and few got into trouble. When they did, they invariably contested. Temporary members of the Reserve were governed by the Articles for the Government of the Navy, the regulations for the United States Coast Guard, the regulations for the United States Coast Guard Reserve, and by such instructions as might be issued from time to time by the Commandant. The disciplinary situation was outlined in Personnel Bulletin 22-44 of 9 February, 1944. In general, all acts and derelictions of these Reservists while on active duty were subject to the same tests, standards, discipline, and punishment applicable to all other members of the Coast Guard. The Coast Guard had no responsibility for their discipline respecting misconduct or other acts in connection with their personal affairs not incident to their service of the Government; but misconduct when not on duty might be considered in determining their fitness to continue as temporary members of the Reserve.

CONFINEMENT AND FORFEITURE OF PAY

The volunteer character of the service of some members, however, where by they received no pay, and duty was of part time character, rendered some of the punishments provided for misconduct inapplicable or inappropriate for such temporary members. For example, there could be no forfeiture of pay, for there was no pay to forfeit. Confinement of part time members having other responsibilities and duties in civilian life was undesirable as a matter of policy unless a very flagrant occasion demanded it. On one occasion, in February, 1944, an enlisted man of the Philadelphia Volunteer Port Security Force, on complaint of his commanding officer, (and approved before a Board of Investigation convened by the DCGO) was given a Summary Court Martial and moved to the Navy Yard Brig to await trial, where he was confined for three days. The man was finally placed on 6-month probation.

PUNISHING POWER OF COMMANDING OFFICERS

With respect to the limitation imposed upon

the punishing power of commanding officers, it was the policy of Headquarters that commanding officers of vessels and of shore units should be authorized to administer only the following punishments to Temporary Reserve officers and men under their command:

- (a) In the case of a commissioned or warrant officer:
 1. Private reprimand;
 2. Suspension from duty for not more than 10 days;
- (b) In the case of a petty officer or unrated person:
 1. Reduction of any rating established by the commanding officer who administered the punishment;
 2. Extra duties.

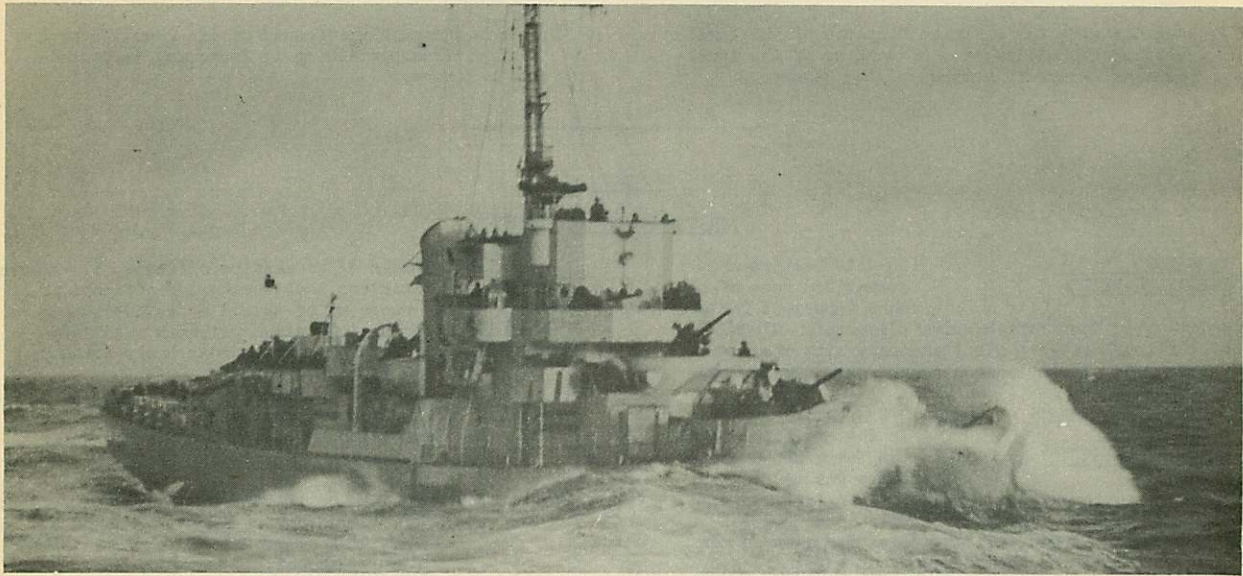
The immediately foregoing provisions applied only to those in a voluntary, no-pay status. An enlisted man accused of an offense or breach of discipline had the right of an opportunity at mast to present his side of his case and to call witnesses before any disciplinary action might be taken by the commanding officer, and to object to being brought before a deck court.

PROCEDURE IN MORE SERIOUS OFFENSES

If an offense was committed which, in the opinion of the commanding officer deserved greater punishment than that mentioned above, but not sufficient to require trial by general court martial, the offender might be brought to trial by a summary court martial or a deck court. The limitation on punishments which might be imposed by these courts was a matter of policy subject to due consideration of the particular conditions under which Temporary Reservists were serving. If there was an infraction of the Articles for the Government of the Navy which, in the opinion of the commanding officer of a vessel or shore unit, might require punishment of greater severity than could properly be administered as set forth above, special procedure was followed (as outlined in Section 344 of Naval Courts and Boards) regarding recommendation for trial by general court martial. Disciplinary action for an offense while on duty was not barred by reason of release from duty status. Discipline for Temporary Reservists was always a problem for, although the TRs were theoretically and legally subject to the same laws and regulations as regular and regular Reserve personnel, practical considerations made it virtually impossible to follow through on most punishments meted out to the regulars. Public reprimand was used in some cases. This was acknowledged not to be good practice though results were usually good. Temporary suspense from duty worked well in many smaller units.

DRIVES FOR ENROLLMENTS

Recruiting for Temporary Reservists was not easy. Aggressiveness was needed in most areas. Those units of the Auxiliary which had been organized early readily provided a group of men well qualified in small boat handling. But demands



TEMPORARY RESERVISTS RELEASED THOUSANDS OF REGULARS
TO MAN DESTROYER ESCORTS SUCH AS THIS ONE ON NORTH ATLANTIC CONVOY DUTY



WINDOW DISPLAY AT NEW ORLEANS RECRUITING OFFICE
DURING AGGRESSIVE CAMPAIGN TO RECRUIT TRs

became greater and greater as pressure grew for sending regulars to sea, and especially when the Volunteer Port Security units became a necessity, concerted drives had to be instituted to obtain the needed men. Some cities had "good presses" while others did not. The Eighth Naval District probably stands out as most aggressive in newspaper recruiting publicity. It was almost entirely lacking in the First Naval District except for Portland, Maine, where an excellent program of newspaper publicity and radio broadcasts gave satisfactory results. Local merchants in many areas donated their advertising space to further the drives for new recruits. Suddenly, in the latter part of March, 1944, the regular and regular Reserve enlistments were frozen, the total authorized having been reached. It seemed necessary to freeze enrollments in the Temporary Reserve, also. Thus, VPSF enrollments were frozen at their authorized complements. Enrollments from the Auxiliary were frozen where they were regardless of complement. No more were allowed except when the DCGO demonstrated to Headquarters that more were vitally needed.

PHYSICAL EXAMINATIONS FOR TEMPORARY RESERVISTS

The primary purpose in the physical examination was to have as a matter of record the physical condition the men presented when enrolled, so that any claims against the Employees' Compensation Commission could not be prosecuted with prejudice to the Government. For example, if a man with hernia could walk the docks, there was no reason why a waiver could not be obtained from Headquarters. It was, however, stipulated that men going to sea on patrol duty should be required to meet a more rigid test than the man who was to patrol the beach or serve in sedentary assignments. Actually, very few of the TRs met the requirements for the regular service in the matter of physical examinations.

CONFUSION BETWEEN AUXILIARY AND TEMPORARY RESERVE

Strictly, Auxiliarists were full time civilians, while Temporary Reservists were militarized members of the armed forces. Yet, throughout most Districts, Temporary Reservists enrolled from the Auxiliary were loosely referred to as Auxiliarists. The term "Auxiliary" was used very carelessly not only in conversation but also in official records. In some quarters, it was almost logically assumed that the "Coast Guard Auxiliary" was composed of wives of regular Coast Guardsmen! Some yachtsmen who shifted to the Temporary Reserve retained much of the yacht club spirit and insisted on still being "Auxiliarists". The majority of TRs who enrolled in the Auxiliary merely as a required step to TR enrollment for the purpose of doing dirty wartime jobs (of which there were legion) were not, in most cases, yachtsmen and resented being called Auxiliarists. In spite of clear demarkation in Headquarters directives, the two merged or overlapped when down to District levels, and District and Flotilla and Regimental public relations officers confused the two in their publicity, thus confusing the public. Most VPSF men, not members of the Auxiliary, merely upset the public conception the more. Then there were the true Auxiliary members who did not enroll in the Temporary Reserve (they were Auxiliarists) or have active duties much after the beginning of 1943. To make the confusion more confounded, some Districts had their guard details (corresponding to VPSF in other Districts) enrolled only from the Auxiliary!

EMPHASIS ON MILITARY STATUS OF TEMPORARY RESERVISTS

By mid-1943, there were many Temporary Reservists on duty at Headquarters in Washington on special or administrative assignments. Considerable confusion had developed

as to the military status of these persons with particular reference to civil service employees, their military authority, use of military titles and procedure, and the applicability to them of military regulations, customs and practices. The Commandant, in an office memorandum No. 13-43, dated 24 July, 1943 (see Appendix VI) desired to impress upon all personnel of the Coast Guard that while engaged on active duty, a temporary member of the Reserve had the same power, authority, rights and privileges as members of the regular Coast Guard of similar rank, grade or rating in the execution of assigned duty. A temporary member of the Reserve was, therefore, entitled to the same military courtesy and privileges and was governed by the same military procedures and practices as regular personnel, and to the same extent. Members would, in the execution of their official duties at Headquarters, occupy the same place in the scheme of Headquarters organization as members of the regular service and of the regular Reserve. One of the principal reasons for the induction of civil service employees into the military establishment as TRs was to obtain a homogeneous organization on a military basis and to eliminate differences in procedure and practices applicable to military personnel and civil service employees engaged on exactly the same duty.

VETERANS' PREFERENCE

In the Spring of 1944, the Civil Service Commission ruled that Temporary Reservists would be given Civil Service preference upon honorable disenrollment. For six months, those so disenrolled received it. As so often happens, a few took advantage of this, resulting in loss of this benefit to the entire group of over 50,000. For example, certain Federal employees joined in their home communities, served a minimum of 60 days, and requested and received honorable disenrollment. They then boasted that their purpose had been to obtain Veterans' Preference in their jobs. They applied for and received it, and made derisive comment to another TR who continued to serve his 12 hours a week. The matter was called to the attention of the Civil Service Commission, the Navy and the American Legion, which together brought pressure on the Acting Secretary of the Navy to issue a statement to the Civil Service Commission which would end that sort of abuse. Removal of eligibility for Veterans' Preference was the result, and in that regard volunteer Temporary Reservists were not, for some time thereafter, recognized as veterans. On 17 October, 1946, however, the U. S. District Court for the District of Columbia ruled that two plaintiffs who had been temporary members of the Coast Guard Reserve were entitled to Federal employment preference under the Veterans' Preference Act. This decision was upheld by the U. S. Court of Appeals on 25 March, 1947. It should be noted that TRs on full time with military pay remained entitled to this benefit without question; these were the coastal picket men who were disenrolled in December, 1942. The case is now before the Supreme Court and is expected to be settled during the 1947-1948 term.

THE G. I. BILL OF RIGHTS

Under the G. I. Bill of Rights, TRs on a no-pay basis received no recognition. They were not eligible for National Service Life Insurance. Both of these matters came up for consideration before the Veterans Administration and the American Legion who, apparently, lost no love for the TRs. Temporary Reservists were allowed to deduct in tax returns expenses incurred in line of duty for the Coast Guard, as contributions up to the allowable 15%. However, exclusions under the Bill of Rights did not disturb most volunteers. Few were interested in particular financial benefits; all understood there were more.

HEADQUARTERS CONFERENCES

In an effort to bring about a more closely knitted Temporary Reserve organization, and better acquaintance between key officers of Headquarters and the various Districts, a Headquarters Conference for Commanding Officers of Volunteer Port Security units was held at Headquarters in Washington on 27, 28 and 29 March, 1944. Another conference for officers of the Women's units was held in like manner on 26, 27 and 28 September, 1944, and conducted by Lt. Comdr. Anita P. Clothier, Senior Officer of the Women's units. A third, for Temporary Reserve Commanding Officers was held on 6 and 7 December, 1944. Key District TR officers read reports on their activities and problems, heard addresses by the Commandant and several other high-ranking Coast Guard officers, held discussion and question periods, and did much to alleviate many burdens, clarify issues, and solve mutual problems. Morale was a very important topic at this conference, and many measures adopted had salutary effects where most needed. Officers from virtually all Districts attended. Captain Arnaud C. Marts, USCGR, Chief, Temporary Reserve Division, and former President of Bucknell University presided throughout the first and third conferences. These were most helpful, and contributed immensely to the smooth functioning of administrative and organizational activities in the Districts, and to the understanding and uniformity between Districts.

COMPLACENCY

During the middle and latter part of 1944, there developed a situation due to successes of the armed forces in various theaters of war. The Normandy invasion was an accomplished fact, and the Army was sweeping toward the German border. The Japs were being pushed back from island to island in the Pacific. Things looked brighter than at any time since Pearl Harbor. Weary war workers let down a bit, and so did most segments of the population. The Temporary Reservists were no exception; a few watches missed did not seem as vital as it had six months before. Had not the Coast Guard curtailed beach patrol in March, 1944, and relieved TRs of that type of duty? A serious problem arose, and special efforts had to be made to keep certain members on their toes, interested, and determined to complete the job. The Commandant, in addressing the Headquarters Conference in December, 1944, said:

"I can't impress upon you too much the importance that we attach to the work which the Temporary Reservists have done in the past, and the work which they have yet to do in the future... One of the serious questions facing you has to do with the spirit of complacency that has crept into the minds of the American people in recent months because of the splendid victories which have been achieved by the Allied armed forces on all fronts. Too many people in all parts of the Nation have jumped to the erroneous conclusion that the war is practically won and therefore the people in America can shift out of high gear and begin to resume their normal peacetime way of life. On every hand and every day we have evidence of this and I know that you men are up against this problem as it affects absenteeism, disenrollment, and new recruiting of volunteer Temporary Reservists".

The Commandant spoke of counter measures which might be taken including various morale builders, awards, and unassigned status rather than disenrollment. He continued:

"It is true that they (TRs) have seldom, if ever, seen the enemy, but it is probably equally true that

more than once the lurking enemy saboteur has seen them walking up and down or cruising the harbor in the dead of night, in foul weather and fair, in the uniform of the U. S. Coast Guard. If the enemy has been there he has seen them and seeing them, has slunk away unable to accomplish his desire of sabotage. How many times such an enemy has seen a volunteer Temporary Reservist of the Coast Guard no one will ever know, but the mere presence of the Coast Guardsmen at the posts of duty has without question been a detriment to whatever plans such enemies may have had. The proof of their Coast Guard duty lies in the fact that they have helped keep the ports of America open and active every day and every night during this war. Not a single serious loss has been suffered in any facility that has been under the protection of the volunteer Temporary Reserve of the U. S. Coast Guard. This is the practical answer to any questions that may be in their minds regarding the importance of their work and for that splendid record the Coast Guard thanks you and them, and America honors you."

This whole matter of complacency was tied in with morale. The efforts of Headquarters, brought home to the men patrolling on water, wharves, and in other vital areas through their District, Flotilla and Regimental commanders, had the desired effect. Complacency virtually disappeared.

MORALE

All branches of the armed forces paid considerable attention to morale, for this is one of the most important factors in the successful prosecution of a war. In the Temporary Reserve most morale activities were left to the individual flotillas or regiments, and except in a few areas there was no over-all morale authority. At the Conference of Commanding Officers at Washington in December, 1944, much thought and liberal discussion were given this matter. Complacency was still a problem. Commander Harold W. Scott, Commanding Officer of the Philadelphia Volunteer Port Security Force and Chairman of the Committee on Morale for the Conference, read his report which summarized Temporary Reserve morale clearly and concisely. The report follows:

Morale is pride. Pride of organization - pride of joint endeavor.

The belief of an individual in himself would be evidence of ego if selfishly expressed, but if he believes in himself as part of a movement, in the subordination of self he contributes to morale and with his fellows creates and maintains morale.

It follows, therefore, that creation of morale requires careful avoidance of decisions or actions which would lower or destroy the individual's pride of performance or his belief in himself.

However, achievement of morale requires a positive program and your Committee submits the following as its considered judgment.

1. A Temporary Reservist, giving his time, thought, and energy to the Coast Guard at war must believe in the necessity for his sacrifice and in the value of his contribution to the war effort. Ergo, he should be given responsibility in proportion to his capacity to take it, always provided the need for his abilities exists. No assignment is too insignificant if he realizes the task needs him and he is not belittled or demeaned by others.

2. He must be given a goal. In this case, it would be the replacement of Regulars or Regular Reservists who are required by the Ship Manning program of the Coast Guard. The fact that security of his home port is his duty calls upon his community pride and makes him innately loyal.

3. He must have outlined for him a rounded national program adapted to local District or Port conditions. This should be as stable and as consistent as possible under war conditions, as pronounced changes of program, policy or approach have markedly adverse effect on morale. Provision of proper facilities, equipment, clothing and food is essential to morale as it presents tangible evidence constantly of the interest of the Coast Guard in him as an individual. Hospitalization for accident or illness suffered on active duty, as now provided, is a very tangible evidence of the paternalistic care the Coast Guard takes even of Temporary Reservists. If the fear of loss of insurance protection, privately carried, could be removed and some defined compensation for death incurred in line of duty were provided, morale would be higher.

4. The establishment of a sound system of promotion of both officers and enlisted men containing responsibility considerations or length of service requirements or both would remove a very real threat to a Temporary Reservist's morale. In the absence of such a system he feels he is a step-child of the Coast Guard, and inferiority complexes do not develop, or maintain morale.

5. He should have the stimulus to morale of military organization, discipline and training. He should be proud of the meaning of his military garb and all that it implies, in smartness, snap and bearing. This is the product of military discipline and training, and reflects itself in comportment, influence on duty, and security alertness.

6. He should have the morale effect on his conscience, born of his knowledge of security requirements. The educational program gives him a flying start in morale building, but in practical experience he gains confidence. Knowledge of established forms and procedures adds to his value but again, too frequent changes, especially in orders covering functional detail, are demoralizing. It follows, therefore, that orders should be simply and clearly stated, and when a new order issues, covering a detail change, it should cancel all previous orders on the broad subject and contain therein the comprehensive order, including the change.

7. He should have implicit confidence in his superiors, whether petty officers or officers. This is born of equitable treatment, justice and fair play, with no favoritism. He must, of course, have confidence in the superior technical knowledge of his seniors, which requires officers and petty officers to have the equipment comparable to their rank. If they also have knowledge of humans and their impulses they are leaders who help create and build morale.

8. Nothing is worse for the morale of a Temporary Reservist than to be ignored or ridiculed or made to feel he is a child who cannot be trusted to discharge responsibilities for which he was enrolled and trained. Open arms acceptance of the Temporary Reservist as a brother-in-arms is an essential to morale and to delivery of his best value to the Coast Guard. Stevedores, pier

officials, and ships' crews are only too eager to ape a critical and condescending attitude as an excuse to avoid compliance with security regulations. By full indorsement and unreserved public acceptance of the Temporary Reservist as a Coast Guardsman while on duty, his value, loyalty, reliability and morale are enhanced. This involves equal treatment, authority and responsibility for men of equivalent grades whether regulars, regular Reservists or Temporary Reservists while on duty.

9. Morale is always enhanced by praise of a task well discharged, whether such commendation is from the DCGO, COTP, or the Commanding Officer of the Temporary Reservist, hence opportunity of this sort should be embraced. Occasional release of appreciation which reaches public opinion has a very stimulating effect on men who, because they are giving extra service to the country, are more prone to physical weariness and even war weariness than other shore establishment personnel of the Coast Guard.

10. Morale also may be enhanced by tangible recognition of service rendered. This could be a letter from the DCGO or COTP when a man has served 300 hours active duty without adverse mark on his service record. After 600 hours active service (which is approximately a year) a certificate of appropriate terms with facsimile signature of the Commandant, validated with "By Direction" signature could be issued. Similarly, after 1,000 hours active service a formal certificate could be used. The issuance of identification cards which show, beyond peradventure, the service connection of the individual is a vital need. The design and issuance of a certificate of enrollment to be delivered to the Temporary Reservist at the time of taking oath, with provision therein for insertion of the date of disenrollment and the service record of the individual is urgently needed from a morale standpoint. This item to be issued retroactively to TRs disenrolled under honorable conditions. Eternal vigilance is the price of maintained morale.

This report was influential in measures subsequently taken to improve morale and in the determination of some of the awards later given the volunteers.

AWARDS

Temporary Reservists, when enrolling, were not led to expect awards. However, as has been said, it became apparent that these would serve a useful purpose in helping morale and keeping the men plugging. Most were undertaken by the flotillas or Regiments themselves. Finally, a uniform system was established with a Commandant's directive to District Coast Guard Officers authorizing the award of a wrist tag and citation to each Temporary Reservist serving without pay, upon completion of 600 hours of active service. The award could not be given where disciplinary action was pending, or without the flotilla or regimental Commander's recommendation. The tag was of 17% chrome steel and of the type then issued to the regular Coast Guard. A typical inscription was -- "John J. Jones, USCGR T, Service Award 600 hours." The citation read: "Citation: You have recently completed 600 hours of active service as a temporary member of the United States Coast Guard Reserve. Although often sacrificing interests both business and personal to discharge your assigned duties you have performed them tirelessly, faithfully and gratuitously. In recognition of your valuable contribution in the prosecution of the war, this award is hereby made." This was amended in a letter

dated 1 February, 1945, taking recognition of 1,200 hours of duty, 1,800 and other multiples of 600 hours. This was done by appropriate notation on the citation certificate and by stamping the proper number of hours on the tag. However, very few tags and certificates were so altered. Also authorized was a Flotilla or Regimental Commander's award for "meritorious service." As specified by Headquarters, the types of meritorious service to be recognized were: faithfulness, energy, patriotism, heroism, and efficiency. Only those with the 600-hour award were eligible. Where quality of service was of such outstanding nature as to deserve a high degree of commendation, the DCGO directed a letter to the recipient. In a case of nationally outstanding character, such commendation was awarded by the Commandant. Six Temporary Officers of the Reserve in specialty assignments received decorations, one the Legion of Merit and five, the Commendation Ribbon. (See Appendix I).

RIBBONS

The original understanding upon enrollment was that TRs would be entitled to no ribbons, and it may be said that, generally, none was expected. However, the matter of medals and awards received lengthy and thoughtful discussion at the Headquarters Conference of December, 1944. It was pointed out that a temporary member of the Reserve was entitled to wear the same medals and ribbons (Bulletin No. 44-44) as Coast Guard personnel in any other category, providing he qualified on the same basis as any other Coast Guardsman. Many men, after intensive training in small arms firing, qualified for and received the U.S.C.G. Expert Revolver medal. After disenrollment of virtually all Temporary Reservists in 1945, an announcement was made on 20 November, that TRs were authorized to wear the World War II Victory ribbon, and that those who had served on assigned duties on 365 different days were entitled to the American Theater of Operations ribbon. Those so entitled received written authorization. Temporary Reservists on ocean weather duty were authorized to wear the European Theater of Operations ribbon. The number receiving the American Theater ribbon is unavailable, but a great many Temporary Reservists went far beyond their required 12 hours a week, and upon disenrollment had amassed several thousand hours of duty. Most of these were in administrative or commanding assignments. This, together with the required attention to civilian jobs, meant a heavy strain on these men. Yet, few begrudged the time or the duty. One officer in the First Naval District was complimented upon having completed 5,000 hours of service. He was told that it proved him a real patriot. His reply was: "All it proves is that I'm nuts!"

TRAINING 50,000 MEN

More than 50,000 part time, unpaid TRs served the Coast Guard during World War II. To most, the duties were entirely new. Yet, it was essential that they be efficient even from their first watch. Thus, training was one of the broadest and most important activities in the Temporary Reserve. Upon it depended to a large extent the efficiency of the entire personnel. The diligence of the instructors and the conscientiousness of those receiving the training, were largely responsible for the efficiency of the units which contributed so much to the excellent port security record of the Coast Guard throughout the war.

EARLY GROWTH OF TRAINING

In the earliest days, training was entirely within the Auxiliary and concentrated on the various phases of small boat handling, piloting and seamanship. Training programs, loosely formulated, were informally conducted by flotilla members for the benefit of their shipmates. As

more and more flotillas were organized and demand for patrols increased, training became more systematic, yet left much to be desired. With the advent and early growth of the Temporary Reserve in the latter part of 1942, it became urgent that well-supervised, efficient training courses be undertaken. Most Districts designated Temporary Reserve training officers who, with Division and flotilla training officers, established systematic programs. Flotilla quarters were used in many localities. Classrooms were obtained in schools and colleges for instructing large groups, and good cooperation was usually had from cities, towns and institutions of learning. In many areas without enough competent instructors, regular Coast Guardsmen were assigned to assist. Gradually, boat-handling subjects were augmented by First Aid, military courtesy, motor mechanics, and fire protection, with local doctors and Red Cross workers instructing in First Aid. As patrols became more numerous and important, signaling with blinker light, semaphore, and International Code of Signals was taught.

TRAINING BECOMES BIG BUSINESS

At first, Temporary Reservists were enrolled and trained later, and given assignments upon becoming reasonably proficient. However, a change occurred in early 1943. The Volunteer Port Security Force at Philadelphia had proved highly successful, and establishment of other similar forces began in several other important ports. It became the practice to sign up applicants, establish training courses lasting six to eight weeks, and enroll the "graduates" after completion of the course. Thereupon, they were uniformed, equipped, and given assignments. This worked well, for the inept never were enrolled and one problem was thus eliminated. The larger units assigned several officers and enlisted personnel to training, with no other duties. In many cases, eminent educators were enrolled particularly for overseeing the program and instructing. For example, Wheaton J. Lane, a former member of the History Department at Princeton, became superintendent of the Training School for the Philadelphia VPSF. The Law School building at the University of Pennsylvania was made available. The Police Department range was placed at the disposal of the VPSF for small arms training. The Volunteer Training Institute at Philadelphia was formed with five men to serve on a nation-wide basis in assisting and coordinating training of Volunteer Port Security Forces. Throughout the country, many schools were opened evenings for training the new Temporary Reserve recruits.

WIDE VARIETY OF SUBJECTS

Generally, subjects covered in these training courses, which were similar in most Districts, were as follows:

Seamanship	Port Security
Semaphore	Piloting
Military Courtesy	Fire Fighting
Blinker Signaling	Fire Prevention
Small Arms	Unarmed Combat
First Aid	Chemical Warfare
Marlinespike Seamanship	Infantry Drill
Small Boat Handling	Radiotelephone
International Code, Signals	

Those training for guard detail (VPSF) usually were not required to take seamanship subjects, but a large number of boatmen in many Districts received guard detail instruction.

TRAINING EXPERIMENTS

In the indoctrination and training of such a large number of men in

a new type of military activity, innovations and experiments were inevitable. Boot Camps providing a week's intensive course were found to be excellent. Visual-oral examinations for boatmen had many advantages over the formal written examinations. Contests had salutary effects on both efficiency and morale. Individuals competed against one another, and teams within and between flotillas, regiments and Divisions vied for honors. Signaling, gunnery and infantry drill especially lent themselves to competition.

OUTLINE FOR GUARD TRAINING

In the Thirteenth Naval District training for guard duty became highly systematized on establishment of the VPSF in 1944. A course of instruction preceded enrollment. Guard training in the Seattle District differed little basically from that in other larger Districts. The outline of instruction used there was clear, concise, and inclusive. It is given below, as specifically that of the Thirteenth District, but also as representative of this type of training.

OUTLINE FOR INSTRUCTION OF ENLISTED PERSONNEL OF THE TEMPORARY RESERVE

This outline, primarily designed for the indoctrination of new men in the nature of their duties, is an indoctrination in Coast Guard procedure and practice, and the various subjects which are included in the scope of their duties are outlined below. This course should cover 24 hours, the most satisfactory means being two nights a week (two hours per night) for six weeks, and should include the suggested six subjects.

I. ORIENTATION AND INDOCTRINATION - Four Hours

References:

- (a) Manual for the Volunteer Port Security Force
- (b) Excerpts from Coast Guard Regulations
- (c) Regulations for the U. S. Coast Guard Reserve
- (d) Blue Jacket's Manual

The references noted above should form the basis for lectures and class work on the purposes, traditions, and background of the Coast Guard; the nature of the duties performed, and the activities carried on by Temporary Reservists and any other information which may be felt necessary for training.

II. IDENTIFICATION - Two Hours

There is no ready reference on this subject. Instruction should be given in the various types of identification cards, licenses, and other necessary means of identifying men, as well as vessels. This should be covered quite thoroughly due to the fact that boarding must be done intelligently and identification must be positive.

III. LAW - Six hours

References:

- (a) Manual of Military Law
- (b) Manual of Law Enforcement
- (c) Blue Jacket's Manual

In dealing with this subject, lectures and instruction should be given in the laws enforced by the Coast Guard, how they are enforced, and the powers and duties of Coast Guard Officers and petty officers in the enforcement of these laws and regulations. Men should be thoroughly familiar with the military law as relates to themselves, and powers, duties, privileges, and responsibilities under the regulations during wartime.

IV. FIRE PREVENTION - Six Hours

References:

- (a) Manual of First Aid
- (b) Blue Jacket's Manual

There are very few ready references for this subject in that instruction in the subject is most satisfactorily presented by means of movies, demonstrations, and lectures. A thorough knowledge of fire fighting apparatus and its operation, the types of portable extinguishers and their application, and the knowledge of proper procedure in transmitting fire alarms is most important. The foundation of port security work is based upon fire prevention in that fire is the largest single factor which must be considered. The knowledge of fire hazards and the maintenance of equipment is also important. Any instruction in this subject should include basic first aid. A highly recommended part of this course would be some actual demonstration in the use of the various types of equipment which Temporary Reservists on active duty would come in contact with.

V. SHIP SECURITY - Four Hours

References:

- (a) Manual of the Volunteer Port Security Force
- (b) Blue Jacket's Manual

Basic information in this subject should include knowledge of the general types of craft in operation in the area where the man is to work, the nomenclature of vessels, and general features of construction should be discussed. It is felt that while most men will have some knowledge of commercial craft, he should have a further knowledge of the vessels with which he comes in daily contact.

VI. SMALL ARMS - Two Hours

References:

- (a) Landing Force Manual
- (b) Manual of the Volunteer Port Security Force
- (c) Blue Jacket's Manual

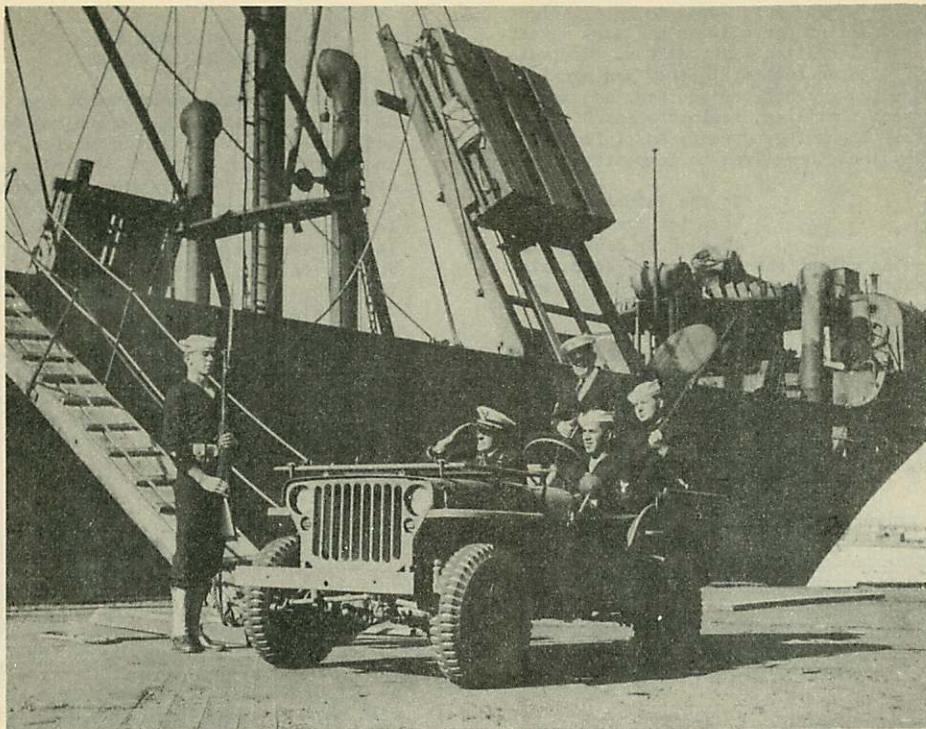
Instruction in small arms by lecture is obviously not the most adequate means to properly indoctrinate Temporary Reservists in the use of fire arms. However, in this connection, it should be noted that a separate lecture course in small arms and target firing should be conducted. The lecture part of it, however, should include safety precautions, class demonstrations, and the handling of small arms, and insofar as is possible, familiarize the man with the type of weapons carried either on the person or on board the boats, how to fire and what their action is when used.

DRAFT BOARD DEFERMENTS

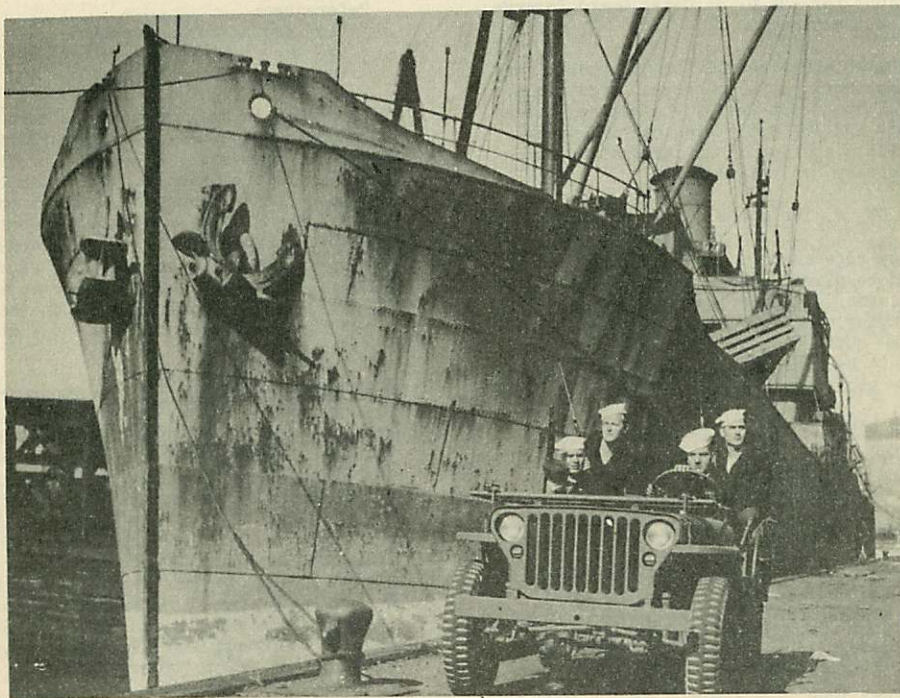
Temporary Reservists between 18 and 45 years of age were always subject to draft. This was definitely known. However, from time to time, there were instances where, because of Coast Guard part time duty, men used the fact as an argument for deferment by Draft Boards. In some cases, deferment was achieved. In March, 1944, predicated on an inquiry from the FBI, Coast Guard Intelligence in the Fourth District conducted a survey of Draft Boards in the Philadelphia area to determine whether TRs were asking for deferments on the basis of temporary membership in the Coast Guard Reserve. They found the practice was fairly widespread.

DISENROLLMENT

A letter from Headquarters dated 3 November, 1943, and addressed to all District Coast Guard Of-



OFFICER INSPECTS PIER GUARDS WITH JEEP PATROL



THE MOBILE JEEP PATROL WAS AN IMPORTANT FACTOR IN PORT SECURITY

ficers, on the subject of disenrollment of temporary members of the Reserve, called attention to the delegation of authority to DCGOs to disenroll such members with the exception of pilots and Coast Guard Police. Conditions of disenrollment were to be stated as to "honorable", "dishonorable", and "other". The following procedures were applicable to Temporary Reserve personnel:

A. Conditions of honorable disenrollment.

Except as otherwise provided by law or regulations every member was entitled to an honorable disenrollment upon completion of his service, unless disciplinary action was then pending. A member might also be disenrolled under honorable conditions,

- (a) For the convenience of the Government
- (b) Upon his own request
- (c) For physical or mental disability upon recommendation of a medical survey, provided the physical or mental condition was not due to his own misconduct.

B. Conditions of other than honorable disenrollment.

- (a) Undesirable, by reason of

- (1) Fraudulent enlistment
- (2) Desertion without trial
- (3) Trial or conviction by civil authority, followed by sentence of confinement
- (4) Unfitness after opportunity to present a written statement; or
- (b) By a bad conduct disenrollment pursuant to a sentence of a court-martial.

C. Conditions of dishonorable disenrollment.

A Temporary Reservist might be disenrolled under dishonorable conditions only by sentence of a general court-martial.

Originally, it was the practice to disenroll Temporary Reservists who were no longer needed in the available assignments. However, a change in policy occurred with the issuance of a Bulletin in April, 1944, stating that such personnel would no longer be disenrolled because of a lack of immediate need for their services. They would be placed in an unassigned status subject to reassignment if and when the need arose. The potential services of these men were thus conserved.

SECTION III

PORT SECURITY AND ALLIED ACTIVITIES OUTLINED

PORT SECURITY DELEGATED TO COMMANDANT

Virtually all Temporary Reserve activity was related to port security. Executive Order No. 9074, 25 February, 1942, provided that the Secretary of the Navy be responsible for the safeguarding of vessels, harbors, ports, and waterfront facilities "except such waterfront facilities as may be directly operated by the War Department." These duties were assigned to the Commandant, U. S. Coast Guard, by the Chief of Naval Operations on 13 June, 1942. A few months later, most District Coast Guard Officers designated an official District Port Security Officer. With the establishment of Captain of the Port and Assistant Captain of the Port officers, the Port Security Officer in most cases delegated to them the responsibility for organizing and maintaining the functions of port security in their areas in accordance with Headquarters and District Regulations and in cooperation with civilian and other military organizations.

SUBDIVISIONS OF PORT SECURITY ACTIVITY

The various subdivisions of activity for which the Port Security Officers were responsible may be summarized. While in each particular District, all these port security activities were not necessarily covered by Temporary Reservists, taken as a whole, Temporary Reserve functions did cover the entire field of Port Security. There was no phase of this activity in which, in one District or another, the Temporary Reservists did not function.

- (a) Clearance and Anchorage
- (b) Explosives Loading
- (c) Fire Division
- (d) Identification
- (e) Communications
- (f) Boarding
- (g) Harbor Patrol
- (h) Plant Guards
- (i) Guard Detail
- (j) Pilots
- (k) Miscellaneous

Probably the broadest coverage by TRs in any one District was that of the First Naval District where in TRs contributed service to every port security activity.

FIRE LOSSES

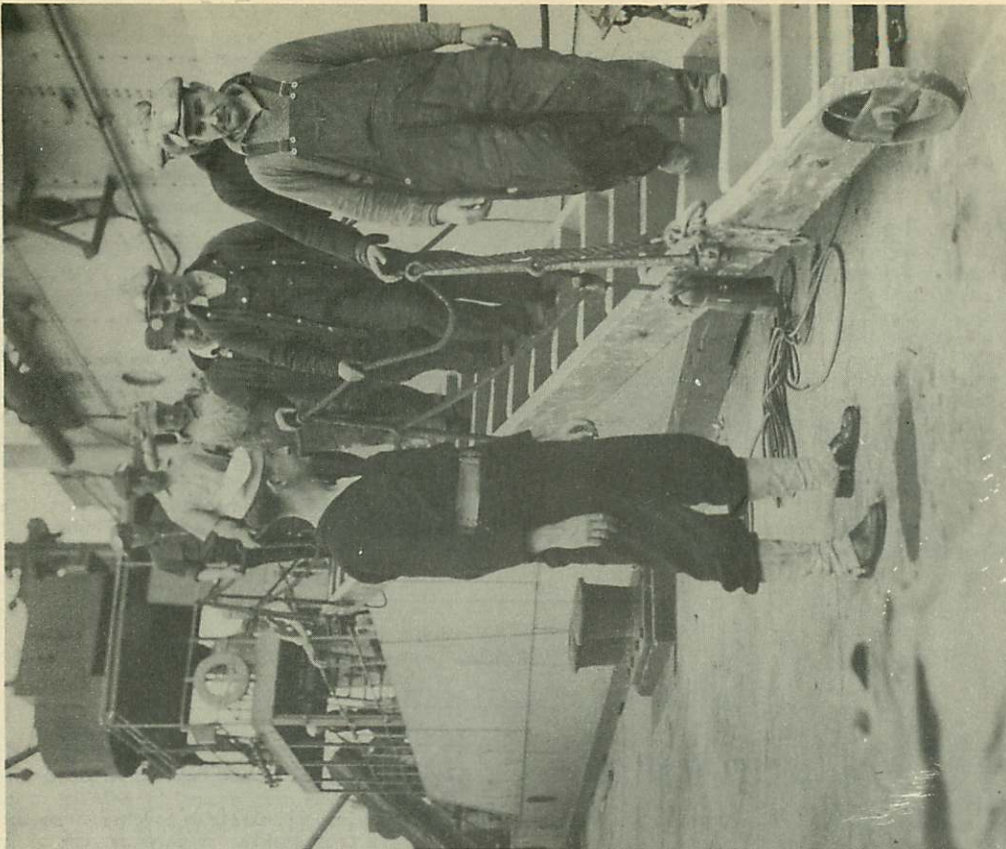
From October, 1942 to June, 1943, inclusive, waterfront fires in the United States totaled 2,111. Of these, 16.6% were caused by welding or cutting with acetylene or electric torches, whereas only 8.7% were from smoking or careless use of matches. Not one was listed as incendiary. Of these fires, Coast Guardsmen discovered and sounded alarms for 22%. While this was an increase in fires, our ports were relatively free from large fires involving war cargoes and ships. Of the 2,832 waterfront fires throughout the country during the 12 months to June, 1944, Coast Guardsmen discovered about 25% and Coast Guard fire-fighting units extinguished or assisted other forces in the extinguishment of 41%. Much of the efficiency of port fire control measures was due to the Coast Guard's more than 250 fireboats with their highly trained fire-fighting crews. In many sections TRs were assigned to fireboats, usually men recruited from local fire departments.

PRECAUTIONS ON BOARD SHIP

Among other items, the "Regulations for the Security of Vessels in Ports" provided that no person be permitted on board ship within the jurisdiction of the Captain of the Port without (1) a Coast Guard identification card, (2) an acceptable pass issued by the operating company or the master of the vessel, and (3) a legitimate reason for being on board at the time that entrance was sought. Other features of the regulations dealt with the ship's fire-fighting systems and procedure, the control of lighters and other vessels alongside, the disposal of refuse, supervision of the handling and transfer of cargo, and prohibition against smoking under specific conditions and discussion of the ship's business, such as reported sailing and other security matters.

IMPORTANCE OF EFFECTIVE PORT SECURITY MEASURES

The security of the Nation's ports against normal hazards to which shipping and waterfronts are exposed is an economic requirement in time of



WORKMEN, HAVING FINISHED STOWING AWAY A CARGO OF 2,000-POUND AERIAL BOMBS, LEAVE THE ALLIED AMMUNITION SHIP AS A WATCHFUL COAST GUARDSMAN STANDS BY



NO SMOKING -- DEFINITELY U. S. COAST GUARDSMEN STAND ON THE ALERT WITH FIRE EXTINGUISHERS AS THE HOLD OF A MERCHANT SHIP IS LOADED WITH 1,000-POUND AERIAL BOMBS

peace. In wartime, Port Security becomes a strategic necessity. The "bridge of ships", extending from the homeland to distant fronts is supported by the war ports that are an essential element in the military service of supply. Through these channels must pass the bulk of personnel, munitions, and equipment destined for offensive action. Since the safeguarding of United States ports against sabotage and the results of carelessness and negligence is a primary component of offensive operations overseas, any interruption to the steady flow of troops and war materials or the destruction of port facilities from any cause is, in effect, an attack from the rear that might seriously hamper frontline action.

EARLY MEASURES

At the beginning of the Port Security program, the Coast Guard found a maze of conflicting and overlapping regulations for harbors and ports. Issuance of standard regulations was one of the first requisites, though certain dissimilarities and peculiar local conditions made some exceptions necessary. When full responsibility for administering the Port Security program was assumed by the Coast Guard, it first undertook to make use of all existing protective facilities at its disposal and added to these as rapidly as possible. Five days after Pearl Harbor, the Coast Guard was empowered by an Executive Order to place guards upon waterfront installations whenever necessary to protect national defense premises, materials and utilities. This called for full cooperation between the Captain of the Port authority and numerous other Governmental authorities, the managements of private enterprises and waterfront and maritime labor unions. In all, about 100 COTPs and 150 ACOTPs were established at our ports.

MAGNITUDE OF THE JOB

The periodic revision of Coast Guard Headquarters' plans for Port Security was governed by military considerations that demanded complete flexibility and readjustments to changing strategic situations. As shifts in offensive operations occurred the Coast Guard, in its role of coordinator of port activities, had to be ready well in advance to provide the means of expediting an accelerated movement of men and war materials through the Nation's vital outlets, its major war ports. The size of the port security job is indicated by the fact that within the continental United States alone there were more than 21,000 miles of port waterfront with approximately 8,000 waterfront facilities and millions of square feet of docks, piers, and other storage and loading space. One-fifth of the entire Coast Guard personnel was required to safeguard these littoral establishments. These heavy responsibilities required more men than the Coast Guard was able to muster from its regular ranks and yet, those whom it did have were urgently needed in combat areas and at sea. It was into this picture that the growing numbers of Temporary Reservists began to fit so well, releasing men for duty elsewhere, and taking over, gradually, the various Port Security responsibilities without the slightest loss of efficiency.

BEACH PATROL

In addition to the foregoing Port Security duties, there were for Temporary Reservists certain others which were related indirectly to Port Security. One was beach patrol. Except for coastal lookout duty this was not generally engaged in by the TRs, but it was an important function in the First Naval District for almost a year and a half. Partly because of the early menace of enemy attack and landings by saboteurs along our coasts, and partly because of the need of a highly organized coastal information system, beach patrol with its affiliated coastal lookouts became very important between the latter part of 1942

and 27 March, 1944. These patrols and lookouts were established and augmented primarily to observe all vessel and plane activity along our coasts, to observe and report all events of a suspicious or questionable nature, and to clear all restricted shore areas and keep them cleared of persons not having specific business there. The communications system between these beach patrol stations, coastal lookouts, and District headquarters was intricate and complete. In many Districts it was difficult to use Temporary Reservists along the beaches, because of distance from centers of population, lack of transportation, and the time needed to go to and from duty. It was virtually impossible to make much use of them along the Florida keys and in the sparsely settled and almost jungle-like forested areas of the Washington and Oregon coasts. However, the nature of the First District was such that Temporary Reservists were readily available in most locations, and could serve well in this duty. They stood regular watches in the lifeboat stations, patrolled beaches with and without dogs, manned coastal lookout towers and, in one or two cases for brief periods, completely manned and operated lifeboat stations. TRs stood coastal lookout watches in many Districts.

UNIQUE UNITS

The nature of Coast Guard work in the several Districts varied in accordance with local conditions such as the kind of facilities to be safeguarded, volume and type of shipping, and materiel moving to the fighting fronts. In a number of cases, Temporary Reserve units undertook assignments in which they were unique, each performing some task not done by TRs in any other District.

BOARDING OFFICERS AT CHARLESTON

For example, the only Temporary Reserve unit in the United States which took over the entire Boarding Officer duties in a port was in the Sixth Naval District, at Charleston, South Carolina. Here, a group of Temporary Reserve officers became the official Boarding Officers, and for a considerable period boarded all incoming vessels, checked crew lists, cargo, fuel, arms, papers, and did all work done elsewhere by regular or regular Reserve Boarding Officers of the Coast Guard.

EXPLOSIVES LOADING

Boston, in the First Naval District, was the only port in the United States where Temporary Reservists were used in the supervision of explosives loading. From the middle of 1943 until the end of the war in Europe, TRs who were trained in this specialty comprised 40% of all explosives loading details at the Boston Port of Embarkation. Late in the war, TRs were also used in like manner for a short period at Davisville, Rhode Island. They were not so employed in any other District.

RADIO SEALING

Boston also had the only Radio Sealing Unit manned wholly by Temporary Reservists. The shortage of Coast Guard radiomen was always acute. The unit began to function on 25 June, 1943. Soon, 26 men were actively engaged in doing all the radio sealing in Boston Harbor, boarding ships at dock and at anchorages. This was done in all kinds of weather, the worst conditions prevailing in winter, with heavy winds and below-zero temperatures making boarding from picket boats particularly difficult. Radio apparatus was inspected and sealed on vessels just entering the harbor and on vessels where repair work had been done on radio equipment under Coast Guard authority to break the seal. These sealers were on board when any testing was to be done, often just before the departure of convoys when the work load

became very heavy. Sometimes ships were under way before the sealers could leave. The Radio Sealing Unit was finally secured on 9 June, 1945. In commending this unit, the Captain of the Port wrote in part:

"These volunteer radio sealers have established an enviable record of dependable, wholehearted cooperation. They are an active, necessary unit of the Captain of the Port operation. The Captain of the Port appreciates and congratulates each and every member of the Radio Sealer Group for his excellent work."

ARTISAN'S FLOTILLA

An "Artisan Flotilla" was organized at Boston

to help with work at the Boston Coast Guard Base. It was the only flotilla of its type. Its members consisted of men with special skills and its duties included painting, refrigeration, plumbing, driving Coast Guard vehicles, quartermaster watches, and work in carpenter shops, electrical and machine shops, tinshop, and at the Armory and Infirmary. Even a diver belonged to this unit of over 125 members.

SIGNAL STATION

The only signal station in the United States

manned by Temporary Reservists was maintained 100% by them at the Coast Guard Base, Boston, from 6 July, 1943, to 15 June, 1945. This unit, consisting of 72 men who were contributed from 15 different flotillas, stood 12-hour watches with 4 to 5 men on a watch. The majority became rated signalmen. They served not only as signalmen, but maintained constant tower watch over the waters of upper Boston Harbor where shipping and piers were most congested. They handled about 7,000 visual messages, discovered certainly 6 and probably 8 fires, corrected or reported about 500 hoist and nameboard violations, observed about 20 small craft in trouble and sent help, and were instrumental in having innumerable obstructions to navigation removed by patrol craft. This unit also acted as Junior Anchorage Office.

THE AUXILIARY PRESS

The Coast Guard Auxiliary Press was unique.

It was established in New York in 1942, and was operated by Temporary Reservists until October, 1945. It printed most of the material required for the training and indoctrination of TRs throughout the country. This undertaking is treated in detail in Part II, Section VIII.

WEATHER MEN

Temporary Reservists enrolled as Chief

Aerographer's Mates, and were assigned to Weather Patrol in the North Atlantic. They operated out of the First Naval District and were the only Temporary Reservists so utilized. Their activity is treated in Part II, Section IX.

ADMIRAL CHALKER'S LETTER

Three years after the issuance of Executive

Order No. 9074 on 25 February, 1942, which placed port responsibility upon the Coast Guard, Rear Admiral L. T. Chalker, Acting Commandant, made the following comment in a Bulletin released to all Port Security personnel:

1. "As the Coast Guard enters upon the fourth year of its port protection program, I welcome this opportunity of paying well deserved tribute to all port security personnel for the magnificent job which they are doing in preventing fires and other injury to our ports and vessels therein. I wish to pay special tribute to the thousands of Temporary Reservists whose fine patriotism and many personal sacrifices have

not only contributed materially to the success of our port security efforts, but have facilitated the release of a considerable number of men for participation in the Coast Guard's combat activities.

2. "I am sure that all of you are keenly aware of how tremendously important it is to prevent catastrophes in American ports which would impede the steady flow of men and supplies abroad -- so essential to the war effort. Some conception of the magnitude of our task may be gained by analyzing the fact that to launch the invasion against the tiny island of Iwo there passed through our ports enough fuel oil to make a 238-mile long train of tank cars of 20,000 gallons each -- enough gasoline to run 30,730 automobiles for a full year -- enough lubricating oil for one complete oil change for 466,000 automobiles -- enough food to feed a city the size of Columbus, Ohio, for 30 days -- and enough ammunition, bombs, shells, rockets, torpedoes, and bartridges to fill 480 freight cars. Iwo is a grim reminder of our own job ahead, but I am confident that all of you will continue to perform your duties with efficiency and alertness."

SUMMARY OF TYPES OF DUTY PERFORMED BY TEMPORARY RESERVISTS

Temporary Reservists served in every continental District in the United States and in

Puerto Rico. Due to geographical, commercial, manufacturing and other dissimilarities between the several Districts, duties varied considerably. Furthermore, in almost every District, Temporary Reserve duties were various. Because of this, it is difficult to present the history of this activity in a purely chronological manner which would provide a more smoothly reading record of the accomplishments of these Coast Guardsmen. Generally, it may be said that the duties of Temporary Reservists fell within the following rather broad classifications:

	<u>Section</u>
Coastal Pickets	I
Coast Guard Police	II
Volunteer Port Security Forces	III
Women's Units.	IV
Beach Patrol and Coastal Lookouts.	V
Harbor Patrol.	VI
Hurricane.	VII
Special Activities	VIII
Atlantic Weather Patrol	IX
Coast Guard Pilots	X

For clarity, these Temporary Reserve activities are treated in Part II in some detail under the several headings, with Section numbers as indicated.

PART II

SECTION I

THE COASTAL PICKETS

SITUATION AT SEA
SPRING OF 1942

The critical situation at sea in the Spring of 1942 has been briefly outlined (page 2). All shipping along the Atlantic coast was greatly harrassed by German U-boats, and vessels were being sunk almost at will. Submarines, singly and in packs, infested the waters. Every day, survivors of torpedoings being brought in to Atlantic coast ports were testimony on the urgency of prompt and effective counter-methods. The failure of cargo vessels by the score to reach their destinations with urgently needed oil, supplies and munitions, further emphasized the crucial need of action. The Navy had a dual responsibility in that it must require every effort to protect Allied shipping and cut down the appalling losses and, at the same time, do everything possible to hunt down the underwater pirates. To do this, it would be necessary to use hundreds of vessels which the Navy did not have at its disposal.

POTENTIAL SUPPLY
OF SMALL CRAFT

Following the passage of the Coast Guard Reserve Act of 1939, an immediate call had gone out to yachtsmen and boat owners for approximately a thousand suitable small craft to assist the Coast Guard with many of its peacetime missions. The response had been gratifying and the Coast Guard Auxiliary which eventually resulted formed a reservoir of craft and men which might, under the war conditions of early 1942, prove a highly valuable source of badly needed vessels for coastal patrol.

BEGINNING OF SMALL
CRAFT PROCUREMENT

On 10 March, 1942, Admiral Stark, then Chief of Naval Operations, wrote to all Naval District Commandants: "The situation on our coasts with regard to scarcity of patrol vessels is well known....District Commandants should leave no stones unturned in the search to acquire vessels which may be useful for work against submarines, for use as rescue boats, or for use as listening posts in spots where needed. To this end, it is directed that additional surveys be made to find any useful vessels which may have been previously overlooked. In this connection, the local knowledge of Coast Guard officers and of officials of yacht clubs should be utilized to the limit."

A COAST GUARD
RESPONSIBILITY

Plans went forward, and a conference in Washington, D. C., ended with the decision that the Coast Guard was to provide suitable craft for coastal patrol. On 15 May, 1942, Admiral E. J. King, Commander-in-Chief of the United States Fleet wrote to Commander Eastern Sea Frontier, saying in part: "It has been directed that there be acquired the maximum practicable number of civilian craft that are in any way capable of going to sea in good weather for a period of at least 48 hours at cruising speeds. These craft will be acquired and manned by the Coast Guard as an expansion of the Coast Guard Reserve. They will be fitted to carry at least four three-hundred-pound depth charges and be armed with at least one machine gun, preferably 50 calibre; and will be equipped with a radio set, preferably voice." He then stated that such craft together with older Coast Guard craft and similar Naval vessels would be organized and assigned

by the Commander Eastern Sea Frontier through the several task force commanders to restricted patrol stations spaced along the 50-fathom curve of the Atlantic and Gulf coasts in areas frequented by submarines. This was followed by the Coast Guard Commandant's letter of 28 May, 1942, to Commander Eastern Sea Frontier, outlining the Coast Guard's policy in enrolling Reserve vessels and personnel. Many vessels had been enrolled by that time, some even before Pearl Harbor. An increase in the number authorized had been made about April, 1942, and procurement continued. Auxiliary members, it was pointed out, could be used only on a voluntary basis and they were in no way obligated to operate their craft on rescue or other operations. The Commandant said he expected Congress to pass a bill permitting enrollment of yachtsmen and fishermen and their vessels in the Reserve for full time duty with or without pay. This bill, the Amended Coast Guard Auxiliary and Reserve Act which established the Temporary Reserve, was promptly passed.

PROCUREMENT OF VESSELS

The Commandant, in a letter dated 25 June, 1942, announced that the Coast Guard had been assigned the duty of procuring and manning as many small boats as practicable for anti-submarine patrol, and that they would be procured in the following manner:

- (a) By induction into the Coast Guard Reserve
- (b) By induction into the Coast Guard Reserve for part time duty
- (c) By gift, or by purchase for a nominal consideration
- (d) By requisition on a charter basis
- (e) By requisition and purchase

Some Auxiliary yachtsmen were sufficiently interested to bring their yachts to the Atlantic from the Great Lakes that they might serve full time in this duty. Acquisition through induction or gift was most desirable. Operating expenses of Reserve vessels on part time duty would consist of cost of fuel, supplies, and day to day maintenance while in active status. For all vessels in anti-submarine duty, two-way radios were requisite, as well as guns. It was the policy to return Reserve vessels to owners as soon as they were not needed, when unsuitable or, if practicable, upon the owner's request.

COASTAL PICKETS
IN OPERATION

Reserve boats with regular crews had been used on offshore patrol duty in various areas, and for emergent duty well before the coastal patrols became regularly organized. However, the Commandant's letter dated 2 July, 1942, to District Coast Guard Officers notified them of their responsibility to procure, man and equip boats for this patrol organization which became officially the Coastal Picket Force. Enrollment of Temporary Reservists on a full-time-with-pay basis, and search for and procurement of small craft was aggressively undertaken. Actual operation of the Coastal Pickets rested with Commander Eastern Sea Frontier and Commander Gulf Sea Frontier, coming under Naval and not Coast Guard. Coastal patrol areas were established and divided into sections desirable in facilitating coordination of all Coast Guard, Navy and Army operations within the areas. In most cases, vessels assigned to these areas were attached to bases con-



A COASTAL PICKET OF THE "CORSAIR FLEET"
PUTS TO SEA IN SEARCH OF THE UNDERWATER ENEMY

veniently located. Each patrol area was allocated a specific name. Districts were divided into Sections, and the Section Commander maintained adequate and uniform patrols and made up his own schedules. The larger sailing units of Coastal Pickets which became known within the Service also as the "Corsair Fleet", sometimes operated as far as 150 miles offshore. By 18 July, 1942, the seven Atlantic and Gulf Districts had 112 Coastal Picket vessels actually in operation, and Temporary Reservists were rapidly being enrolled and assigned as crew members. Similar Coastal Picket duty was performed on the Pacific coast, many boat owners serving in their own vessels. Before the Temporary Reserve participation in this activity ceased, about 5,000 TRs had served on a full time, military pay basis.

DOCTRINE FOR COASTAL PICKETS

On 13 September, 1942, after the Coastal Picket undertaking had

assumed sizeable proportions, the District Coast Guard Officer, Third Naval District, prepared a doctrine for the men assigned to the vessels of this fleet. It vividly expressed the potentialities of attack by the enemy and clearly defined the mission of these ships and the personnel who manned them. It was so clear and to the point that it is quoted verbatim:

1. "It may be assumed that enemy action will take one of the following forms:

- (a) Submarine activity against shipping
- (b) Aircraft attack on New York vicinity
- (c) Surface craft employed as raiders or scouts
- (d) Attempts to land ground forces
- (e) The laying of mines in coastal waters by submarine, surface vessels, or aircraft
- (f) Bombardment of shore objectives by submarine or surface vessels

2. "It is the mission of the Coastal Pickets:

FIRST - To discover any evidence of enemy action and to report instantly to the agency whose task it is to combat the particular form of activity disclosed.

SECOND - To maintain observation of enemy activities.

THIRD - To attack enemy forces when armament permits

FOURTH - To report any distress of our own forces and to assist.

3. "In the performance of the first two parts of the mission the Coastal Pickets are the eyes (and ears) of a combat force strong enough to destroy the enemy provided it be warned in time. Consequently, the Pickets not only must maintain an alert lookout and sound detection watch but must also, by maintaining efficient communications, be able to report instantly what has been seen or heard. The boat itself and its crew are of little value unless the radio is functioning. Hence, there must be rigorous checks and inspections of the radio BEFORE each Picket Boat sails on patrol. The importance of the first part of the mission is so great that the following doctrine is laid down:

"Contact with the enemy having been established by sight or sound will not be broken as long as it is possible to maintain it.

4. "This may mean the certain destruction of a picket boat but may save a convoy. Men in the old Life Saving Service confronted with the necessity of launching through a dangerous surf had a slogan which seems applicable also to the Pickets, "You have to go out but the Regulations don't say you have to come back."

5. "The performance of the third part of the mission is simple. If you have "cans" use them. Your Lewis guns are not able to compete with the 5" or even the 20 millimeter guns of the enemy but by vigorously rushing him you may prevent him from manning these guns and may thus force him to submerge.

6. "The fourth part of the mission as set forth above is self explanatory. Pickets on patrol will respond on their own initiative to rescue calls in their own or in adjacent grids.

7. "With respect to remaining on patrol during bad weather the doctrine is as follows:

"Since the boats are not capable of keeping position in heavy weather and hence are liable to destruction upon a lee shore, it is within the discretion of each officer in charge of a boat to abandon patrol when he considers the weather too heavy to continue the patrol. However, in view of the importance of the mission it is expected that this discretion will be soundly applied. Whenever heavy weather can be predicted, pickets will be ordered to shelter by section commanders."

MANY CREWMEN UNTRAINED

In the days of Coastal Picket development, the potential value of having

the vessels at sea was the first consideration of Commander Eastern Sea Frontier. The Coast Guard bent every effort to acquire and equip these craft, and furnish men so that the ships could get out on patrol. The speed of this development far outpaced ability to organize training programs and organize logistics for properly maintaining, supplying and operating the vessels. Unfortunately, in the early days, complete indoctrination of the reserve crews and officers was not attempted. At first, the ships and their crews were sent to sea unprepared to cope with the enemy. Small Coast Guard vessels did not carry rated specialists, and so all communications, operation of sound gear, and gunnery had to be carried out by all hands. Many Reservists had had no previous training in naval seamanship. They learned the hard way. By studying off watch and drilling whenever possible, they absorbed the rudiments of their diversified duties and finally became proficient in signaling, gunnery, radio and listening gear, as well as in the seamanship which their work required.

PROGRESS IN THE VARIOUS DISTRICTS

Progress in establishing Coastal Pickets went on simultaneously in most

Naval Districts, and all faced about the same problems. By 11 July, 36 small boats and yachts had been offered in the First Naval District. Former professional sailing masters were enrolled as chief petty officers. Many yachtsmen responded to recruiting pressure, but few had offshore talent. The most important Coastal Picket Base in the District was at Gloucester where, in the late Fall, a Coastal Picket School was established, too late for use by Temporary Reservists. Principal bases in the Third Naval District were at Manasquan on the Jersey shore, and at Greenport, Long Island. The first sailing vessel of the Corsair Fleet departed the Greenport Base 29 July, 1942. Later the Fire Island Base was also used. At Greenport, the crews fitted out their vessels and later they did about all the rigging, painting and other work except complete engine overhaul and carpentry. On 18 July, 1942, there were 26 Coastal Pickets in the Third District; four weeks later 73, and a peak was reached with 119 on 16 October. A large proportion were Temporary Reserve-manned.

IN OTHER DISTRICTS

The Fourth District had a smaller area than most and operated chiefly off the south Jersey coast. Three vessels were in operation from the Atlantic City Base on 2 August, the first day of picket patrol from there. More vessels were being readied, and a complete training schedule was set up at that base. By 12 September, three stations were being maintained, all boats ready for attack action, and maintaining continuous radio watch. A peak was reached by 16 October with 45 boats and 179 TRs. In the Fifth District, Temporary Reserve participation in Coastal Pickets is uncertain. There were only 4 vessels so employed on 14 August, and a 1942 peak of 30 was reached in October. Sixth District vessels of the "Picket Fence" (as the duty was sometimes fondly termed) operated out of Charleston, Georgetown, and probably Jacksonville. Great effort was directed toward obtaining more vessels. For the two weeks to 22 August, 1942, 18 craft performed intermittent patrol, serving 1,749 hours on the grids. By early October, there were 41 vessels. Considerable difficulty was encountered with radiotelephones, which were not powerful enough to use 40 or 50 miles offshore. Most vessels were operating with inadequate sound gear --- a chronic condition in those early days. On 18 July, there were 3 Coastal Pickets in operation in the Seventh District, and the number had increased to a peak for 1942 of 109 by 18 December. However, in the latter part of the Fall the Commandant of the Seventh Naval District appeared reluctant to use Coast Guard vessels for picket patrol except along the beaches. He ordered that they be used for offshore patrols only upon special orders. There was, at that time, virtually no enemy activity in the waters of that District.

SITUATION IN THE GULF

The mid-1942 situation in the Gulf of Mexico was critical. During the two-week period from 6 May to 20 May, there were 18 attacks on merchant vessels by submarines in the waters of the Eighth Naval District. Ten of the vessels were sunk, and it was thought that there were eight submarines in the Gulf at that time. On 30 June, alone, survivors of 7 torpedoed vessels were landed at New Orleans. Urgency in the establishment of the Coastal Picket fleet was obvious, and every effort was made toward procurement of vessels. On 18 July there were, in all, 20 boats on this duty.

DISTINCTIVE PICKET PATROL IN THE EIGHTH DISTRICT

To meet the needs of offshore patrol in the Gulf, an independent, formal organization was set up known as the Auxiliary Coastal Patrol. The reason for the name is obscure, although the Coast Guard Auxiliary originally provided most of the men and boats. It was a "task group" organized by the Coast Guard, operated directly under the Commandant of the Eighth Naval District in cooperation with the Commander Gulf Sea Frontier, with the Coast Guard responsible for logistics. The Commander, Auxiliary Coastal Patrol, was a Coast Guard officer with separate offices. Duty officers stood watch in the Naval District Operations Room. There were 5 bases consisting of 2 yacht clubs, 2 leased docks, and one Coast Guard Base. The fleet was manned by both regulars and Temporary Reservists.

THE TR SHRIMP FISHERMEN

The basic fleet comprised vessels turned over to the Coast Guard, many operated by their owners, and their status changed in accordance with Headquarters directives, the same as in other Districts with one exception. This was at Morgan City. The shrimp fishermen there did marvellous work saving lives during the early submarine days and, oper-

ating all over the Gulf, they afforded wide coverage. Most of the shrimp boats were equipped by the Coast Guard with guns and radios, and the men operated as TRs when they were out. They fished at random, but certain stations had to be covered, and they took turns on those stations. Handling these men was difficult but well done by the commander, who obtained full cooperation from the owners and packers, despite financial sacrifices when sea food was in strong demand and prices were high.

ORGANIZATION AND NUMBER OF CRAFT

Organization of the Auxiliary Coastal Patrol on 21 November, 1942, was

as follows:

- Group I. Panama City, Florida; 12 boats enrolled, of which 2 were private craft, and 10 CGR boats equipped with radio, and with 94 regulars and 16 TRs;
- Group II. Gulfport, Mississippi; 20 CG boats with radio, 157 regulars and 8 TRs;
- Group III. Morgan City, Louisiana; 137 boats enrolled, of which 126 were commercial fishing boats and one a CGR boat, with 60 boats equipped with radio; 28 regulars, 271 TRs;
- Group IV. Galveston, Texas; 46 craft of which 30 were private and 16 CGR boats equipped with radio, 122 regulars and 54 TRs;
- Group V. Corpus Christi, Texas; 14 CGR boats with radio, 62 regulars and 34 TRs.

The number of vessels in operation in this patrol at various dates is summarized:

	<u>Regulars</u>	<u>TRs</u>	<u>CGR Boats</u>	<u>Fisher-men</u>	<u>Vessel Totals</u>
12 Sept. 1942	?	?		122	122
21 Nov. 1942	463	383	41	126	229*
23 Jan. 1943	?	?	84**	225	309
15 Feb. 1943	?	?	80**	246	326
31 March 1943	750	376	81**	246	327
31 July 1943	?	?	63**	0	63

* Includes private craft

** Includes some CG vessels

SIDELIGHTS AND TERMINATION

Base commanders cut all possible red tape, got supplies and repairs in the quickest manner and, as a result, were constantly in hot water. Headaches were caused the District Finance and Engineer Officers -- but the boats reached station on time. These patrols were very valuable as an original source of information, and liaison between the patrols and District Naval Intelligence was very effective. One base commander, Lt. (T) O. J. Iitloff, at Gulfport, served with pay, but turned it all over to Coast Guard Welfare. Harry Hawley was a one-armed skipper of his own small sailing vessel, who could do more things with one arm than most skippers could do with two. Later, he had a large power boat, and caused much worry for two or three days when he got caught in a hurricane and was believed lost. He finally came in off the coast of lower Texas, where a man swam ashore and phoned that all was well. All enrollment of fishing vessels was suspended 26 December, 1942, later resumed for a brief period, and then discontinued. On 2 April, 1943, all Temporary Reserve fishing boats and their personnel were placed on inactive duty, and soon thereafter, all of the Temporary Reservists either transferred to the regular Reserve, in accordance with the option generally given at the end of 1942, or were otherwise disenrolled.

COASTAL PICKETS ON THE PACIFIC COAST

In the Eleventh and Thirteenth Districts, vessels suitable for off-shore duty were procured with little trouble. In August, 1942, an intensive survey was conducted, and about 200 craft were considered adaptable. The Thirteenth District planned to maintain a line of patrol about 400 miles off the coast of Washington and Oregon from South Vancouver Island to the California State line. Suitable offshore types of fishing and other vessels were inducted into the Coast Guard Reserve, and temporarily manned with Coast Guard personnel until other means were available. Difficulty developed, however, in obtaining enough vessels, for in December, authorization to build a vessel was requested. Apparently, 24 Reserve boats were in use at that time, and 3 CGR boats and 2 CGA boats with 66 men were operating from COTP, Vancouver, Washington. When, on 15 December, 1942, the TR personnel change was brought about, many desiring to enlist in the regular Reserve could not pass physical examinations, and their boats had to be returned to them. This created a need for additional vessels.

COORDINATION BETWEEN STATIONS

The Coastal Pickets in the various Districts operated on a grid system, the patrol areas covering the most important waters for anti-submarine protection and offense. They were not operated under a close organization as in the Eighth District. Thus, proper coverage of these areas from different bases required efficient communications, close coordination of schedules, and full cooperation between the various stations serving as Coastal Picket Bases. Section Coast Guard Officers were supplied with grid charts and communications instructions. They were responsible for indoctrination and training of crews, for patrols and for continuous radio watches so that messages from the patrol craft might be received. Before winter weather set in, schedules were drawn up whereby these vessels were to operate at sea from 60% to 75% of the time to compensate for the fact that the national quota of 5,000 vessels had not been reached.

WINTER WEATHER

Winter weather in the northern areas of the Atlantic coast posed a real problem. As winter approached, Commander Eastern Sea Frontier wished to maintain patrols in the most effective manner, and advised re-rigging the vessels and outfitting them with storm sails and other winter equipment. Icing seemed the principal danger to vessels and crews, and it was feared that the former might become unmanageable. Only the most seaworthy craft would be kept at sea. There was a plan to transfer about 62 in the Third District to near-shore patrols where shelter would be more readily available, and others to southern waters, leaving about 15 for offshore winter duty. Men at the Greenport Base appealed to their Commanding Officer not to approve winter transfer of their fleet to lower latitudes. They knew their vessels and their capabilities as well as their limitations, were fine sailors, and believed they could "take it". The fleet remained intact, and all patrols were carried out except in the worst of weather. Several vessels were transferred from the First District to southern waters.

COOPERATION BETWEEN SURFACE AND AIR CRAFT

Coast Guard Aviation had stepped up rapidly during 1942, and became a very vital force in rescue activity and in spotting and tracking down enemy submarines. When German submarines were playing havoc with shipping along the Atlantic and Gulf coasts, crews from tankers, freighters, and all kinds of vessels who were fortunate enough to survive and make life rafts and

lifeboats, were adrift far at sea and virtually helpless. Many Coast Guard (and also Civil Air Patrol) planes conducting routine flights sighted unfortunate seamen in the water or in boats or rafts. Usually, weather and sea conditions did not permit landing on the water, and the carrying capacity of most planes was such that rescue of more than two or three at a time was impossible. In most instances, planes endeavored to locate surface craft in the vicinity of the fishermen, Naval vessels, Coast Guard patrol boats or merchant ships, and indicate to them the location of survivors. This was done either by direct communication, by smoke bombs planted near the unfortunate men, or by zooming or diving over the location. Rescues were then usually made by the surface craft which, without aid of the planes, probably would not have sighted the survivors. There were numerous rescues of victims of plane crashes at sea; when weather permitted, the survivors were taken on board the plane. These Coast Guard patrol planes also spotted many oil slicks which, upon investigation, proved to be from German submarines operating under the surface. Word was passed to other planes and Coast Guard or Naval vessels in the vicinity, and depth charges dropped from the planes and from the surface craft accounted for the destruction of many. There were numerous cases of sick or injured men removed from vessels by Coastal Picket craft and transferred to planes for immediate removal to shore for hospitalization. Temporary Reservists served in many of the Coastal Picket vessels which effected rescues in cooperation with Coast Guard planes. Their term of offshore duty included the most intense period of German submarine activity.

DESTRUCTION OF SHIPS AND MEN

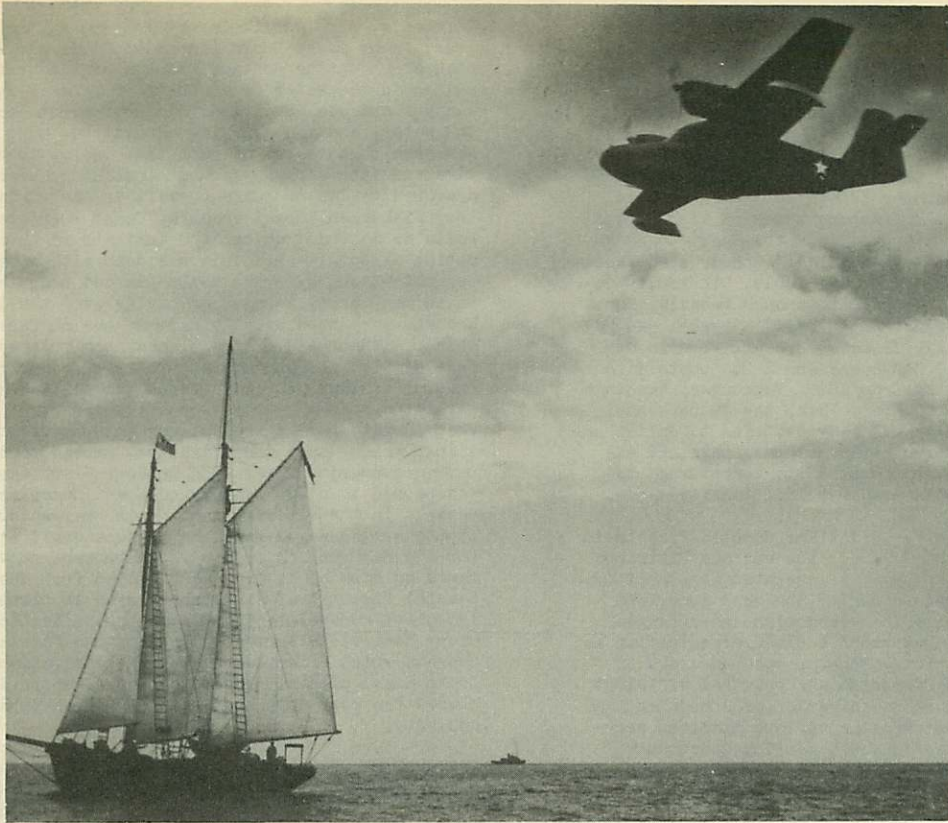
Destruction of ships and men by the Germans was general throughout 1942. The TRs in Coastal Pickets went out into their offshore areas to patrol and lend assistance. The flight operations reports of the Coast Guard planes give one account after another of rescue of seriously injured, sunburned, and burned sailors from vessels sunk by the enemy, of men who had been afloat in life rafts for days without sustenance. Food, water, medical supplies and even blankets were often dropped by planes to these men to aid them until surface craft could pick them up.

TYPICAL CASE OF AIR-SURFACE COOPERATION

The following is a typical case of cooperation between air and surface craft. In mid-1942, a Coast Guard plane from Elizabeth City, North Carolina, was scouting offshore from Corolla Light to Diamond Shoal. At about 0940 the plane's radioman intercepted a message from another Coast Guard plane that survivors in a lifeboat had been identified about 30 miles due east of Oregon Inlet. A Coastal Picket vessel was sighted in its grid area on the horizon, and the plane proceeded to the location of that vessel, advising it of the situation by Aldis lamp. A message block was dropped on the patrol boat with all available information regarding the lifeboats. The plane remained on position, and the picket proceeded to the location of the boats, picking up survivors at 1415.

PLANE PROTECTS RESCUE CRAFT

About a month later, another Elizabeth City plane proceeded to a position 13 miles southwest of Diamond Shoal to investigate the reported torpedoing of a Naval vessel. It found two Coast Guard patrol boats at the scene picking up survivors. There were also two life rafts and considerable wreckage. The plane escorted the patrol boat because of the probable presence of enemy craft until relieved by another Coast Guard plane, when it returned to search for missing men.



COAST GUARD PLANE INDICATES TO A COASTAL PICKET
THE LOCATION OF SURVIVORS



COAST GUARD PATROL BOAT LAYS DEPTH CHARGE PATTERN
OVER CALCULATED POSITION OF GERMAN SUBMARINE

COASTAL PICKETS
FULLY EFFECTIVE

By early Fall, 1942, the Coastal Picket organization was operating with full effect along the Atlantic seaboard and the Gulf coast. More and more men enrolled for three months' or more duty, at full time and with military pay. By 18 September, there were 480 craft actively engaged in Picket Patrol in the Atlantic and Gulf, working out of more than 30 bases. The summertime yachtsmen may feel that the men in this service were fortunate to be sailing around all the time, but the service probably was the most rugged and punishing of all duty engaged in by Temporary Reservists except weather patrol in the North Atlantic. Patrols were often dull and monotonous and many times craft would return to their bases without having seen or heard sign of the enemy or survivors. Yet, they had to be out there and, by virtue of good numbers, remain "on top" of enemy submarines and keep them down. The larger sailing vessels without auxiliary motors, known as the "Gorsair Fleet", worked far offshore. Because they moved noiselessly through the water, they were better than motor vessels for listening; they had greater cruising radius and could stand heavy weather better than motor vessels. Time and again, when storms approached, the motor craft were ordered in, but not so the sailing vessels! Listening devices on all craft, motored or otherwise, were carefully attended, and the surface of the ocean continually watched.

GOOD HUNTING

Areas covered were very extensive in their entirety, and things did happen. Despite the wartime mission, the primary peacetime function of the Coast Guard was not forgotten, and vessels concerned themselves with assistance whenever the opportunity was presented. Miscellaneous duties were performed as necessity arose. These vessels were really an extension of the coastal information system, and kept authorities advised of every activity heard or observed in waters far from shore. Investigation was important. Coastal Pickets made scores of contacts by sound device and tracked them down as long as contact could be maintained. Oil slicks were discovered and checked, and often samples of oil were taken to the base for analysis. Gunfire was heard and investigated. Convoys were notified of the presence of a submarine, thus having the course changed and avoiding the danger. Submarines sighted were followed and reported. Some, having or being submerged, were located and properly depth-charged.

SUBMARINES SIGHTED

Some cases of sighting submarines are briefly mentioned. The CGR-1923 from the Third District sighted a submarine well offshore, and was joined by four other Reserve boats. Investigation, however, proved negative, the vessel having probably submerged and departed without sound contact. At 0220 one October morning the CGR-2516 reported sighting a submarine and notified Harbor Entrance Control Post, Portsmouth, New Hampshire. At 1915, the CGR-2503 sighted a craft she was unable to identify, with low, long hull lines and superstructure which appeared to be a conning tower. The vessel was under way, did not reply to a challenge, and was out of sight before any further action could be taken. One action resulted on 19 September, 1942, in waters of the Fourth District, after a Civil Air Patrol plane sighted a submarine from the air. A smoke bomb was dropped at the location of the submerged craft. This smoke was seen by the CGR-4436, which proceeded at full speed. The plane dropped another smoke grenade directly off her bow. A depth charge from the vessel resulted in a water column the entire center of which was black with oil. Finally, at this action, there were 5 CAP planes, 4 Navy planes, a Navy blimp, and 2 Navy ves-

sels. The action appeared satisfactory, which is understandable.

ATTACK!

The Coastal Picket CGR-4432 operating in the Fourth District was carrying out her regular grid assignment on 12 September, 1942. She sighted a red airplane circling in a very small area. The sea was calm, the sky overcast. The craft proceeded to a position directly beneath the circling plane. Simultaneously, a Navy blimp arrived and dropped a smoke bomb 700 yards dead ahead. A Navy vessel in the vicinity approached a position east of the smoke bomb and dropped one depth charge. Immediately, the CGR-4432 followed and dropped a charge about 600 feet west of this position. The blimp then dropped a second smoke bomb about 300 yards northeast of the first. The Navy vessel laying another pattern of charges produced results which appeared highly satisfactory.

SOUND CONTACT

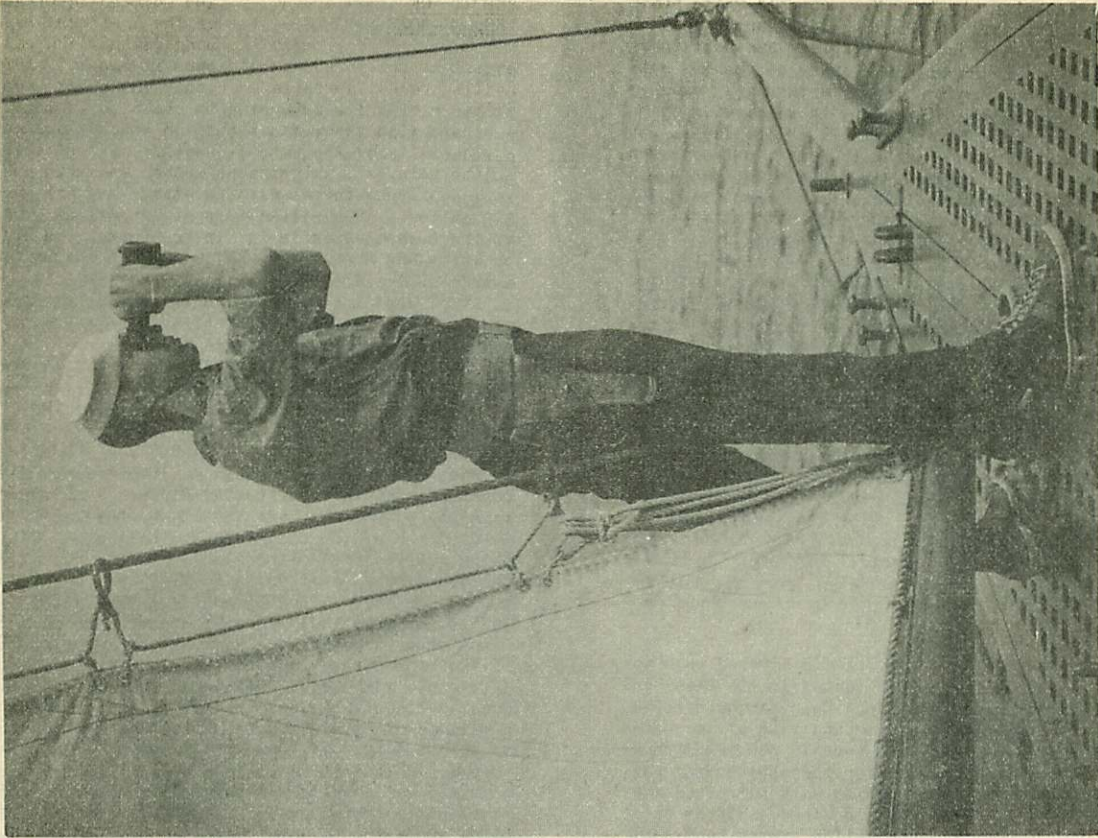
The main thing was to listen for submarine sounds. These usually could be identified. Men were constantly at their listening devices, and many sounds were picked up. On making contact, the vessel would determine the direction and then follow on that course being guided by the direction of the sound. Sometimes the sound grew clearer, indicating approach to the course, but more often it would be lost after following it for a period. These contacts were reported. Often other vessels were sent to pick up contact, and if the source were located the area was "developed". If vessels with heavier armament took up the search, Coastal Pickets resumed their patrols. Planes were sometimes dispatched to investigate these possible sound contacts. If Navy vessels were in the vicinity they would be informed. In case a freighter were near she would be warned away. With the Coastal Picket fleet in operation, it became extremely difficult for a submarine to enter patrolled waters without detection. Once detected, the contact was held as long as possible, the submarines kept under, and their operations were greatly hindered. In many cases the undersea vessels were hunted down by planes and other surface craft, and badly damaged or destroyed.

LOG ENTRIES

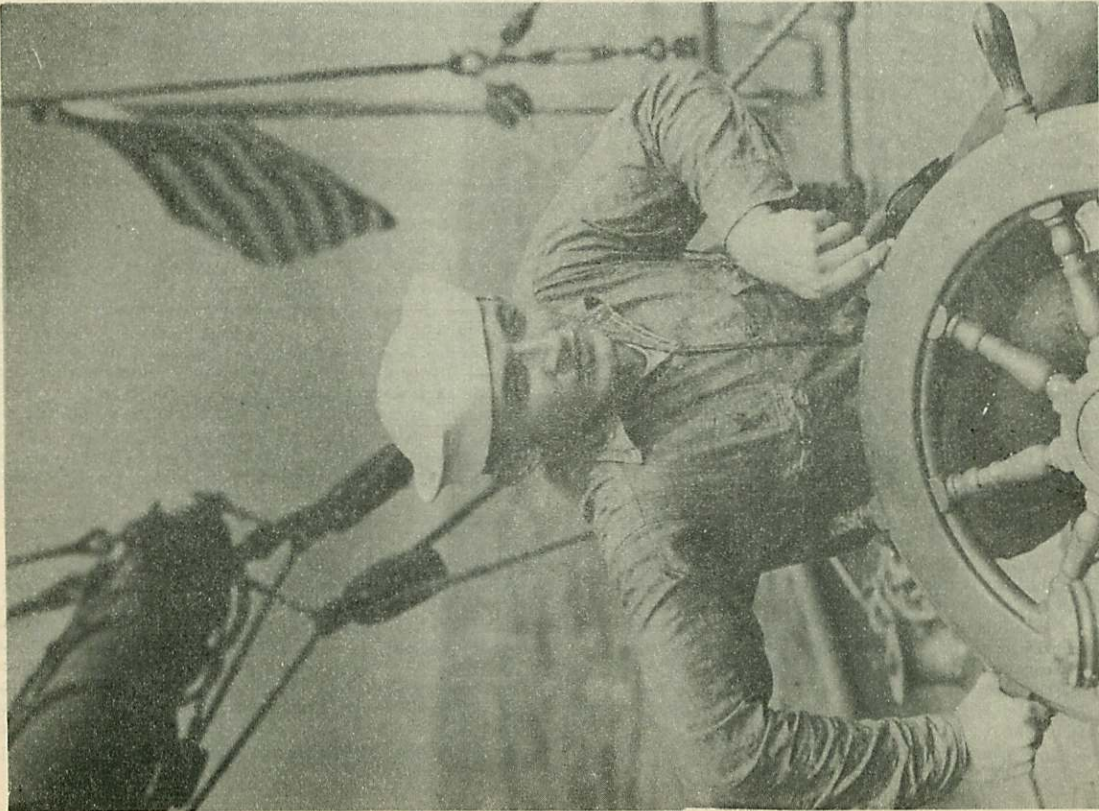
The logs of the Picket fleet contained numerous entries on practically every matter concerning patrols. These made note of all plane flights observed, drifting objects, debris, unidentified vessels, fisherman, life rafts, floating drums, mines, drifting buoys, underwater explosions (of which there were many), oil slicks, and such. Others touched on planes thought to have crashed, mines and drums sunk by gunfire, flares or rockets sighted and sometimes investigated, empty lifeboats, and floating targets. In one case, floating wreckage included blue prints of Navy 4" guns, food and wearing apparel. An entry of the CGR-3065 told of a homing pigeon which landed on deck with an injured leg. It was kept on board and delivered to the base. One report stated that, on 25 September, 1942, the CGR-2512, while off the Maine coast, "sailed through sliced bread for 20 minutes"!

RESCUES

If a Coast Guard cutter or a Coastal Picket sank a submarine, it was not so much for the purpose of killing Germans as it was to prevent that submarine from sinking American ships and men -- a matter of saving life and property which is the Coast Guard's chief function. Opportunities for rescue were never overlooked. Many times searches seemed futile. Three Reserve boats were directed to search for survivors of a disabled vessel about 60 miles east of Montauk Point. When it was found that the survivors had been located and picked up by another vessel, Coastal Pick-



BOW LOOKOUT OBSERVES SUSPICIOUS FLOATING OBJECT



HELMSMAN OF AN ANTI-SUBMARINE SCHOONER ON PATROL

ets resumed their patrols. Many vessels which had become disabled were towed in, ill persons taken ashore, and persons involved in plane crashes removed from the water. Fishermen had a way of running out of gasoline when fishing seemed particularly good. They were often towed to port by Pickets going in to their bases. On 20 October, 1942, a monoplane of the Salem Air Station was down on the water off Cape Ann, and was towed by the CGR-79 to the Station for refueling. On 29 November, 1942, the CGR-1146 and CG-50013 departed Montauk Base to assist at a plane crash, and returned with all survivors. Zeal for rescue was exhibited by the pilot of an Army plane who, flying well offshore, reported that he had observed two men in a small boat being picked up by the CGR-1989 far south of Long Island. Investigation revealed that the two men he had seen were from the CGR-1989 and were investigating in their own small boat a floating object about one mile from the Picket vessel. On 14 November, 1942, the CGR-6005 operating out of Wrightsville, North Carolina Base, picked up the survivors (4 men and 1 woman) of the schooner MAYFAIR which had sunk about 15 miles off Wrightsville Beach.

RESCUE INCIDENTS IN THE GULF

There were many opportunities for rescue or assistance in the Gulf of Mexico, and a few examples are noted. On 13 August, 1942, the American tanker R. M. PARKER, JR., was torpedoed well off Morgan City, Louisiana. A plane sighted the sunken vessel and three lifeboats filled with survivors, and immediately reported by radio. The fishing vessel PIONEER, CGR-T-2267, was sighted and directed to the scene. She picked up all survivors in the area and landed them at Morgan City. In July, 1942, the CGR-355 salvaged seventy-four 5" 51 caliber charges and 70 projectiles from the S. S. BENJAMIN BREWSTER, which had been torpedoed with loss of 27 men. The CGR-355 was assisted in taking this 6,800 pounds of ammunition to Leesville by two shrimp trawlers. On 19 October, 1942, the Tower Beach Lookout Station reported that a B-25 Army bomber from Elgin Field had exploded and crashed into the Gulf 6 miles away. The CGR-403, on patrol, heard the explosion and proceeded to the scene, assisting crash boats for 5 hours. The Auxiliary Coastal Patrol CG-44022 and 3 planes went to the scene, making a formidable rescue force. About 10 November, another plane, forced down 15 miles south of Baratana Pass, was located from the air. A CGR boat then towed it to Grand Isle, Louisiana.

OLD MAN WINTER

As anticipated by Commander Eastern Sea Frontier, weather in the Coastal Picket patrol areas became very boisterous with the advent of December, 1942. This was particularly true in waters of the First and Third Naval Districts, the Gulf of Maine, the Nantucket Shoals area and the broad approaches to New York Bay. December weather was a definite challenge to men and ships of the Coastal Picket Force. Continuous winds of gale force piled up mountainous, unrelenting seas, driven by winds of a cold wave which originated in the Hudson Bay region of Canada. Day after day the seas became more turbulent. The cold caused spray and spindrift to freeze while still airborne. The weather notwithstanding, the sailing vessels of the "Corsair Fleet" held their offshore grid positions, battling the storms and listening for the enemy. It seemed as if these vessels were continuously on their beams-end, making living conditions almost intolerable. In the first week or so, several needed assistance in making their home ports, due entirely to the severity of the weather and the intensity of the gales.

REPORT OF THE CGR-3027

The Commanding Officer of the Greenport Base, Long Island, who was an

excellent seaman and participant in many offshore sailing races, appreciated conditions and requested skippers of ships returning to the base to prepare a report with recommendations and conclusions on the advisability of the patrols during heavy weather. In the main, all skippers held the same opinions, varied only by the means of meeting the variable situations. An excellent report, revealing problems of the Coastal Pickets in winter storms, was prepared by CBM Eugene Tompane, USCGR, officer in charge of the CGR-3027, based upon his patrol between 28 November and 5 December, 1942. It is quoted in full as follows:

"1. Our distress was not due to unseaworthiness of the ship, a 60-foot gaff-rigged schooner. Failure of engines and radio was the reason for a distress message since a search would have been made anytime that a Comsat message was not received from us and it was considered advisable to give condition and position before communication broke down in order to facilitate search we knew would be made.

"2. It seems probable that very few ships of this size will be able to weather winter storms of such intensity as the one just experienced; however, they are very seaworthy and undoubtedly can do patrol duty provided more practicable weather information is made available.

"3. The radio equipment seems to be just short of adequate for this job as its failure was undoubtedly responsible in each case for the breakdown of contact between distress and rescue vessels. This includes the location of generator exhaust and the ability of the generator to operate at any angle under violent motion of the ship. All gasoline vent lines must rise to a point considerably above the location of the engine and fuel tank as a ship on its beams-end can easily spill gasoline from a vent which is believed to be safe. All vent lines should lead outside the ship.

"4. A very important lesson in towing in bad weather may be learned from our experience. Any speed in excess of 3 or 4 knots in heavy seas will not only tend to tow a sailing vessel under but will break up any gear or standing rigging forward of the point at which the towline is made fast, in this case, the foremast.

"5. Our experience was greatly alleviated by the fact that we had adequate food aboard for a full week over our patrol time. The major portion of which was suitable for consumption without heating, this included a large store of crackers, sweet cookies, raisins, prunes, canned fruits, including apples and oranges. Due to the unsatisfactory condition of regular water tanks on previous patrols we had installed two 25-gallon oak casks in the forecabin, which assured us of sufficient good drinking water for this emergency. Our greatest trouble was caused by the inadequacy of our bilge pumps and the water taken in through the decks from breaking seas.

"6. It seems desirable to recommend that every coastal picket vessel's commanding officer study and understand to the best of his ability the weather signs including wind changes; temperature and barometer. We found the use of the Kenyon weather-caster and a booklet put out by the Power Squadron entitled 'Forecasting the Weather' extremely useful in this connection and based upon the expected continuance

we made our first distress call to our base. We believe that our survival was largely due to this factor as a matter of a few hours would probably have been too late.

"7. The issuance of the North Atlantic clothing is undoubtedly responsible for the good condition of the men after their long exposure."

The CGR-3027 was sighted and towed into port by the CGC GENERAL GREENE, while searching for another Coastal Picket, the CGR-3070, mentioned below. It is both notable and characteristic that the skipper of the CGR-3027 never mentioned the great hardships and privations faced by his crew.

THE CGR-3070: SAGA OF THE ATLANTIC

The thirty-one days of December, 1942, were days of gales, high seas, and extremely cold weather in the northern sections of the Atlantic coast. Yet, whenever possible, all patrols functioned, and there were many assists, searches, and possible sound contacts. One of these Coastal Pickets which kept to sea was the CGR-3070, formerly the 58-foot yawl ZAIDA. Hers is probably the most famous story of all concerning the Coastal Picket fleet, especially the vessels manned by the Temporary Reservists. She was 100% manned by TRs on full time with military pay, and her crew consisted of 9 men.

HEAVY WEATHER

The CGR-3070 was under storm sails as she tossed in the wintry December seas. The heavens were dark and overcast as scuds of broken clouds raced across the leaden sky. The seas had been making up for two days and the northwest wind continued to hold steady except that the velocity continued to climb. The glass, ever so slowly, dropped slightly. On deck, the helmsman grew accustomed to hearing the high-pitched whine of the wind in the standing rigging above the roar of the gale. As the bowsprit pointed skyward and the yawl started to climb toward the crest of a sea, he gripped the wheel a bit tighter in anticipation of that moment of hesitation when the ship would "teeter" atop the sea before dropping off with accelerating speed into the next trough. Water boiled across the decks. The bow was momentarily buried under green water, but with reassuring buoyancy the vessel shook it off and slowly started to climb the face of the next mountainous, onrushing roller. Below decks, the off watch had long since secured all gear. All were confident that their sturdy sailing craft could take the punishment. The skipper reminded them that this, the 3rd of December, 1942, was the last day of a tough week-old patrol, and that the following day would find them beating against the northwest gales for the Greenport Base, and liberty, dry clothes, and relaxation.

ON HER BEAMS-END

Hours passed, the watch was changed, the seas continued to pound, and the wind stepped up to a full gale. Suddenly, with a terrific impact, the CGR-3070 was heeled over on her side by a giant comber and a sudden burst of wind. She attempted valiantly to right herself, but another mighty sea struck too soon and knocked her down to where seas filled her mizzen sail and snapped the mast. She was at the mercy of the storm and solid green water pounded her from stem to stern. The cabin skylights were smashed and water cascaded into the living quarters and the engine room. The nine-man crew immediately responded to meet the situation that might well have meant the end of the vessel and the lives of the Coast Guardsmen who sailed her. With sheaf knives and axes they cleared away the broken rigging, torn canvas, and

splintered mizzen mast that were holding her down. The jettison of the debris allowed the CGR-3070 to regain an even keel, and the first battle against the elements had been won!

THE VESSEL A SHAMBLES

The skipper, Curtis Arnall CBM, immediately surveyed the vessel and was far from encouraged by what he found. The vessel, above and below decks, was a shambles. The ship's computed drift, and the sharp, steep seas piling up in close proximity to each other, indicated a location close to Nantucket Shoals. The skipper, a Chief Boatswain's Mate who, in civilian life was a radio actor and authority on nautical sequences for radio programs, faced a problem far beyond those found in radio scripts. When one of his men reported the main engine and generator out of commission because of submersion by salt water, he decided to use the radio-telephone to report the condition of his vessel, request a fix on his position, and ask for a tow to facilitate rapid transfer and hospitalization for one of his crew members. This man had suffered broken ribs when the ship went on her beams-end, and another had received a badly bruised and cut head.

RADIO MESSAGE PICKED UP ASHORE

Coast Guard radio men all along the Atlantic seaboard picked up the message. Many knew what these men were facing, for often when on board ship they had attempted to keep contact with a vessel in distress while hurrying to her aid through seas that were comparable with those faced by this mattered, drifting hulk. The home base at Greenport immediately attempted to render every possible assistance. The base radio operator tried time after time, without success, to reach the stricken ship. Fortunately, another Coastal Picket boat had picked up the message and, by rough computation with the base, determined that the CGR-3070 was about where Chief Arnall had indicated. Two motor lifeboats attempted to battle the storm but were driven back. Each attempt proved the futility of this type of assistance. Had they been successful in gaining the deeper waters offshore it would have taken hours to reach the last known spot where the yawl had first encountered difficulty. By then, currents and wind would have set the ship many miles from the original position.

WIDESPREAD SEARCH

Other units were contacted and the search became widespread. A large, powerful cruising cutter was diverted to the area and prepared to take the disabled craft in tow. Two planes, dispatched to assist in the search, took off in the face of the gale that made their mission most hazardous and difficult. Once at sea, all three rescue craft swept the area relentlessly. The fighting Coast Guard was again participating in one of the many peacetime duties which, even in the midst of a World War, had not been forgotten or neglected. The seas continued high. In the twilight, as the weather thickened and visibility decreased, the PBV flying boat sighted the CGR-3070 as she breasted the crest of a sea. Radio messages crackled as the plane gave the searching cutter her position. In the darkness, the all-night search by the cutter proved futile.

PLANS FOR EXTENDED PERIOD OF WAITING

The picket still wallowed sluggishly in the gale-driven seas. Engine, generator, and radio were dead. The mizzen mast had gone. The interior of the vessel, flooded by water entering the smashed skylights, was a shambles and bedding and clothing were soaked. There was enough food and water for a few days beyond the patrol per-

iod, but salt water had ruined much of the food, and water was dangerously low. The skipper realized that if they were not rescued soon, it might be days before he could bring his ship to port. Conservation of the remaining food and water was necessary to assure even a limited amount of nourishment for the crew each day, and a rationing program was instituted. Realizing that idle hands and idle minds might cause mental strain under those trying conditions, the Chief assigned particular duties to the men to keep their hands busy and their minds away from morose thoughts of starvation and foundering. Just before sunset he called the crew together. He discounted any thought of foundering and explained that their staunch little craft had survived the greatest test. The hull was still sound and buoyant, and by the combined efforts of the crew to pump the water from the cabins, make necessary emergency repairs, and rig a jury sail they could and would, if necessary, sail her into port! A Navy PBV flying boat circled the ship and indicated that she would direct surface craft. The spirits of the crew were high. However, the skipper noted silently the thickening weather, the continued strong gales, and decided to hold the ship in its present position if possible, awaiting help; however, if there was no help by the following evening, he would work the ship southward away from the cold and gales of the New England coast.

BRITISH DESTROYER TAKES HER IN TOW

hands busy at the wheel, lookout, or pumps, or sewing canvas. There was no time for self-pity. The wind shifted from the northwest to the eastward, and sudden, short but severe gales blew from the southeast. Planes from coastal Army and Navy fields were ordered out to aid in the search. Another cutter departed Boston to augment the searching forces. At noon, on the 4th of December, a British destroyer operating under Commander Eastern Sea Frontier, came upon the CGR-3070 nearly two hundred miles east of the position where she had been sighted the night before. The seas, still running high, did not permit an attempt to remove anyone from the yawl, but a tow line was passed and secured, and a long, slow tow was begun for Halifax, Nova Scotia. The rough seas prevented towing the craft to Boston. The jubilation of the Coast Guardsmen was short-lived. Eastern Sea Frontier headquarters at 2100 on the same day, received a radio message from the destroyer stating that the tow line had parted and that the yawl was lost in the darkness! Searchlight sweeps had proved futile.

A CONVOY!

After this disheartening event, the CGR-3070 continued to wallow in the gale-blown seas for several days without special occurrence. A few evenings after the towing attempt, the yawl was sighted by a Naval ship which was part of the escort force of an eastbound convoy. The CGR-3070 was heading directly for the deep-laden tankers and freighters. An alert was sounded on the Naval vessel, and the armed guard crews on board the lumbering merchant ships stood by their guns. An escort wheeled away to challenge the imposter that continued to hold her right-angle course to the armada. Recognition signals were exchanged followed by blinker communication, and the Naval ship graciously allowed the CGR-3070, running before the gale and partly out of control, to blunder her way through the convoy. That was all!

FAITH AT THE GREENPORT BASE

For the next seven days the wind howled a full gale and the ocean was a turbulent mass of moving, shifting hills of water with stinging, fast-driven spindrift. To the Naval

authorities, the CGR-3070 had disappeared and they feared the little ship, continuously pounded and buffeted, had foundered. At the Greenport Base, a group of Coast Guard officers and enlisted men staunchly defended the ship and her crew whom they knew well, and insisted that the yawl was afloat and probably working her way to lower latitudes to escape the lashing of the seas and the cold winds of the North Atlantic. Some of the other pickets, caught in the same storm, had suffered damage to a lesser extent and had beaten their way back to port. The faith in the ship and her men was unshakable. Not one man or vessel from the base failed to depart on scheduled patrol during the weeks of continuous nasty weather while the CGR-3070 and her crew were an unknown quantity!

THE SEARCH CONTINUES

Despite a feeling of futility, something urged continuation of the search. During these days, fourteen Canadian planes and eleven U. S. Army planes continued the hunt. In the plotting and chart room of the Eastern Sea Frontier offices a daily estimate of the position of the yawl was ascertained from information on wind and sea coming in from the searching ships and planes. The captain of one Naval patrol vessel informed headquarters that he doubted if such a small vessel could have lived through the heavy weather which had included three shifts of wind and one of a strong current.

ANOTHER CHANCE!

At dusk on 13 December, ten days after the mishap, a lookout on board a U. S. Naval vessel reported to the bridge that he had sighted a weak but distinct flashing light giving the "A-A" attention signal. General quarters was sounded, and men scurried to their battle stations as the ship headed for the light. A signalman quickly responded and soon the larger and smaller vessel were conversing by blinker. Darkness shut in rapidly, and the weather would not permit too close an approach. The ship immediately broadcast the then position of the CGR-3070, but by morning the yawl had again disappeared.

POSITION ESTIMATED UNDER DIFFICULTY

The CGR-3070 did not carry a chronometer. Consequently, the skipper was dependent upon time signals from Washington to correct his watch. With the radio out and no means of ascertaining accurate time, the niceties of celestial navigation presented a serious problem. Skillful as the Chief was with a sextant and in computing time sights, he was unfamiliar with other methods of celestial navigation wherein time was not necessary. With fortitude and courage, he turned to Bowditch and from the various tables therein, plus determination of the lee and drift of his vessel, a "fix" was ascertained daily and the crew constantly knew their approximate position.

SUPPLIES BY PARA- CHUTE -- ALMOST!

The high winds moderated somewhat, but the temperature fell considerably. The search by planes and surface vessels continued, now concentrating in an area far to the south of the position where the mishap had befallen the yawl. Naval planes from the Bermuda Base were alerted and swept the seas in ever widening circles. On 17 December, an Army B-17 located the CGR-3070 heading due west, and about 350 miles east of Nags Head, North Carolina, which is north of Cape Hatteras. The ship seemingly was under control and making slow progress, utilizing only a jib-sail. The men on deck, waving wildly, appeared to be in good condition. Fifteen minutes after sighting the boat the plane dropped supplies by parachute about 150 feet ahead of it. To all appearances from the plans,

the crew managed to retrieve them, for the mainsail was raised, the course altered, and the ship brought up into the wind and hove-to. A short time later, the CGR-3070 was observed resuming her original heading toward the west. Loss of contact seemed routine, for the yawl again dropped out of sight of the many rescue planes, cutters and destroyers. Actually what happened was this. When Chief Arnall and his men saw the parachute fall they headed toward the anticipated landing spot of the badly needed supplies. Unfortunately, in attempting to haul the package on board, the lines parted and the boxed foods sank, leaving only the parachute to be hauled on board! The nine storm-tossed, hungry Coast Guardsmen then continued their long vigil of wheel watches and lookout duty, ever hopeful of sighting another rescue ship.

CONTACT LOST AGAIN

According to the skipper, they should shortly be making a landfall and sighting the lights at Ocracoke Inlet, North Carolina. Shortly after midnight on 23 December, the lookout was trying to pierce the splotchy fog that hung over the ocean. Suddenly, the outline of a low-lying vessel about a quarter of a mile away became visible. The lookout roused the crew and verbal contact was made with the other ship, which turned out to be a Coast Guard cutter. Unfortunately, the fog thickened, then a sudden, heavy rain squall struck. Again, the CGR-3070 was lost from a rescue vessel! However, the cutter notified Operations ashore and planes and blimps were pressed into action.

RESCUE PRACTICALLY IN PORT

The final discovery of the yawl was made by a blimp at 1445 on 23 December, about 15 miles east of Ocracoke Inlet. The blimp dropped foodstuffs and hovered overhead until a Coast Guard cutter arrived, removed the crew, and took the yawl in tow. The men were taken to the Section Base at Ocracoke. Despite their weakened condition and several injuries all the men, bearded by then, walked off the ship. They were cleaned up, briefly rested, and then flown to New York. Every man was home on Christmas Day.

ROSTER

The roster of the CGR-3070 during this fateful patrol is worthy of record, for while these men took a more severe beating than most in Coastal Picket patrols, they are representative of the hardy New England Temporary Reservists who undertook this type of duty under the severest of conditions.

Curtis Arnall	CBM	Skipper
Joseph E. Choate	B1/c	Mate
Vance M. Smith	B2/c	
Ward Weimar		Coxswain
Theodore C. Carlson	S1/c	
Edward R. Jobson	S1/c	
Toivo Koskinen	S1/c	
James T. Watson	S1/c	
Arnold Windsor	S1/c	

BACK FOR MORE!

The CGR-3070 was refitted and resumed patrol duty far offshore. Some of the same crew, transferring to the regular Reserve, remained with the ship until she was decommissioned. Others, also transferring, were assigned to other vessels.

SUMMARY OF THE SEARCH

This saga of the seas was enacted with the most modern developments of that time in naval electronics, and embraced air-sea rescue facilities on an extended scale that stretched from Boston, Massachusetts to Charleston, South Carolina and eastward to Bermuda. The hunt was

a battle with the weather in which aircraft of the U. S. Army and Navy and of the Canadian Air Force took part. Surface craft of the Coast Guard, U. S. Navy and the British Navy also played an important role. Undoubtedly, the search for the ZAIDA was the biggest manhunt and attempted rescue on the Atlantic during World War II. From the day when the first distress call went out, the CGR-3070 had covered about 3,100 miles. In all, the ship was at sea for 27 days, 20 of which were under the most trying conditions. Yet, the vessel almost certainly would have entered Ocracoke Inlet under her own sail, had she not been picked up in the last 15 miles by the blimp and cutter.

PERTINENT LETTER FROM COMMANDER EASTERN SEA FRONTIER

On 22 December, 1942, one day before the long overdue CGR-3070 was found off Ocracoke, Admiral Adolphus Andrews, Commander Eastern Sea Frontier, forwarded a letter to all Task Group Commanders, commenting upon the high morale of the crews and the well-performed duties of the Coastal Pickets. It read as follows:

"1. On three recent occasions coastal picket vessels have been caught offshore by sudden winter gales. Certain of these vessels have been severely punished by the elements and faced conditions which made it impossible even to maintain fires in their stoves for cooking or for heating. In addition, and as so frequently occurs aboard small craft in heavy weather, everything aboard including clothing of the men and their bedding was drenched. One picket boat with all hands busily engaged in an effort to keep afloat in the high seas, had an additional task of extinguishing a fire which broke out in the engine room. Another boat, after battling head winds and high seas for a day and a night, exhausted its fuel supply. In consequence of the excellent seamanship displayed by the commanding officer of this boat, and of the assisting boat, fuel was transferred at sea under the existing difficult conditions.

"2. The recent heavy gale caught six of the picket boats well at sea. One of these made port under her own power, but the other five were blown far offshore and required assistance.

"3. In spite of the discomfort and danger connected with their tasks, it is noted that those men who have undergone these experiences are uniformly anxious to refit as expeditiously as possible, and return to their patrols. Such morale on the part of the coastal picket men is commendable in the highest degree. You will therefore, post a copy of this letter on the bulletin boards of each station from which coastal pickets operate."

DISCONTINUANCE OF TEMPORARY RESERVES IN COASTAL PICKETS

Reclassification or disenrollment of temporary members of the Coast Guard Reserve serving full time with military pay was ordered through Personnel Bulletin No. 104-42, of 29 October, 1942, to be effected not later than 30 November, 1942. This was later extended to 15 December, 1942. The Temporary Reservists were given the choice of transferring to the regular Reserve, or serving part time as volunteers with no pay, or disenrollment. Throughout the Districts, Temporary Reservists in substantial numbers who had been serving in the coastal

1. A detailed account of this cruise is given in the book "The Navy Hunts the CGR-3070", by Lt. L. Thompson, USNR, Doubleday Doran & Co.

pickets, endeavored to transfer to the regular Reserve. Those qualifying physically did so, and many continued in the same duty.

REDUCTION IN NUMBER OF COASTAL PICKET VESSELS

Regardless of this personnel development, there was an effort in some areas to increase the number of vessels in the coastal patrols. Even while the change was being made, the District Coast Guard Officer of the Third Naval District requested authorization of an increase from 150 to 170 to cover adequately all assignments. The need was not so much for more vessels as for more nearly adequate ones. At this time there were 536 Coast Guard small craft of service design, 627 acquired small vessels, and 2,093 small Reserve craft, a total of 3,256 small vessels in all Districts. The Chief of Naval Operations recommended that this number be reduced in the interests of all-around economy through disposal of about 900 of the less desirable craft, and in accord with military needs. A Headquarters dispatch of 4 December, 1942, to DCGOs, read: "Effective today no more vessels are to be accepted into the Reserve or requisition purchased or chartered. You are directed to return to owners all reserve vessels not now actively used, but do not incur expense without specific authority of HQ". A survey was conducted to determine unsuitable boats which could be returned to owners. Some were advantageously transferred to other duty. Because effective performance of port security vessels was vital, there was some transfer of Coastal Pickets to port security assignments. Those in surplus in some Districts were transferred to other Districts where vessels were short.

END OF TEMPORARY RESERVE PARTICIPATION

With this reduction in Coastal Pickets, and the end of the full-time-with-pay classification of Temporary Reservists as of 15 December, 1942, the Coastal Picket activity has little further connection with a history of the Temporary Reserve. Temporary Reservists in the Eighth Naval District served a bit longer. It should be said, however, that the crew of the CGR-3070 were at sea before and after the transition, and that they were, therefore, the last of the full-time-with-pay class of TRs on duty. The Coastal Picket activity continued in all Districts, with regular or regular Reserve personnel. A further 50% reduction of vessels was ordered in February, 1943, and on 18 November, 1943, Coastal Pickets were discontinued. Taking the activity as a whole, Temporary Reservists contributed probably 10% to 15% of the man-days.

CAPTAIN JACK'S FINE TRIBUTE

Although Temporary Reservists were not serving in the Coastal Picket Fleet at the time of cessation, a letter written by Captain R. L. Jack, USCG, Commander, Patrol Force, on 13 November, 1943, applied as fully to the temporary members of the Reserve as to the regulars and regular Reservists who, at the end of 1942, had re-

placed them. Captain Jack wrote only after the "WELL DONE" of Admiral Leahy and Captain Jensen, USN, but in his letter he displayed an inward glow of satisfaction and pride, praise and Godspeed to his men of the Coastal Pickets of the Third Naval District. The letter is quoted:

"Commander, Patrol Force,

13 November, 1943.

To: The officers and men of the Coastal Picket Unit

Subj: Dissolution of the Coastal Picket Unit

"1. You have all seen or should have seen the dispatch from the Commander Coastal Picket Unit quoting the words of approval and appreciation expressed by the Commander Eastern Sea Frontier and the Commander New York Group for the splendid work done by the pickets. The Commander Coastal Picket Unit added his expression of approval.

"2. Have you ever sat at the foot of a long table and watched the platter of sliced turkey as it steered its long and zigzag course down from the head of the table? If so, you know exactly how I feel having seen what the higher ranking officers have written about you -- the choice tidbits of expression all have been used, leaving me only the "neck" -- anything I say would be anti-climactical. But what need is there for me to say anything after all, when a force commander has used the phrase "well done" which is most highly coveted by all members of the military service afloat. Never is it tossed out lightly for minor performances. It is always earned by the display of "guts and gumption". Just plain courage, laudable as it may be, is not enough. To earn a "well done" this courage must be backed up by a knowledge of "what to do" and "how to do it". For example, any courageous man can take a ship to sea in a gale but, unless in addition to his courage he also possesses great skill, he is not likely to bring that ship, her mission fully accomplished, safely to her destination. By your courageous and skillful performance of your duty and by your cheerful endurance of hardships, you have richly deserved that "well done" from the Commander Eastern Sea Frontier Force. In the full knowledge that your mission as coastal pickets has been accomplished fully and satisfactorily, you may "square your shoulders by the lifts and braces" and perhaps "cock your hats a little to windward" (don't let me catch you in the latter practice).

"3. To the praise of your force commander, I can only add that it has been a pleasure and a privilege to have served with you."

Thus, Captain Jack summed up briefly the value of the Coastal Pickets and the men who had sailed them. He might have added that their work was a vital factor in driving the enemy from our shores.

SECTION II

THE COAST GUARD POLICE

A SPECIAL NEED ARISES

If the Coastal Picket Patrols and the vessels and men engaged therein constituted one of the most colorful and rugged activities performed by Temporary Reservists, the Coast Guard Police, despite the great need and the generally efficient performance

of their duties, cannot be said to have exuded glamour. Possibly it is accurate to say that of all Coast Guardsmen, this group was least closely identified with the Coast Guard. The creation of this subdivision of the Temporary Reserve came about through recognition by the Navy of a special need for milit-

ary control of plant guards employed at shipyards and other facilities having Navy and Coast Guard contracts. To obtain such control, the Navy utilized the provisions of the Auxiliary and Reserve Act as amended by Congress June, 1942, permitting temporary enrollment in the Coast Guard Reserve on a full or part time basis without military pay. There was great danger of sabotage and activity of subversive agents in virtually every shipyard and other facility devoted to Navy or Coast Guard contracts in waterfront areas. Under the previous system it would have been relatively simple for enemy agents to effect destruction in shipbuilding plants and other industries vital to the war effort. Closer military control and authority for the plant guards at these facilities became urgent.

AUTHORITY TO ENROLL COAST GUARD POLICE

On 4 August, 1942, only two or three weeks after enrollments began for Coastal Picket Temporary Reservists, the Commandant, then Vice Admiral R. R. Waesche, issued with the approval of the Secretary of the Navy a directive to all District Coast Guard Officers on the establishment within class (b) of a special group of Temporary Reservists -- the Coast Guard Police. This authorized enrollment of the civilian protective forces at shipyards and such other manufacturing plants having contracts with the Navy or Coast Guard as might be considered necessary to provide adequate military protection against sabotage and other depredations. Men so enrolled would be designated by "CGP" in addition to their rank or rating. It was planned to have Naval or Coast Guard officers detailed to the Districts to further this action, and District Coast Guard Officers were directed to furnish them with necessary personnel and facilities.

SPECIAL PROVISIONS OF ENROLLMENT

Special provisions for enrolling these men were outlined. They would not be required to take the usual physical examination, but must be physically fit and qualified for their duties. Coast Guard Police would be enrolled for the duration of the war, or for such lesser period as might be agreed upon. They would be Chief Boatswain's Mates, except that superintendents or other supervisory officers of such established protective forces might be enrolled as Chief Boatswains and Boatswains, in order that the existing organization of the protective force at each yard or plant might not be disturbed, and so that such officers might be empowered to exercise the necessary authority and control over their men. The guards would not be subject to transfer nor required to perform duties other than those specified for Coast Guard Police. They would continue to perform the duties for which they were employed by the yard or plant; and although it was stated that it would be the policy of Headquarters to authorize pay and allowances for certain of the Temporary Reservists in class (b), those enrolled under this program might continue to receive compensation from their firms, but no pay or allowance from the Coast Guard other than certain items of uniform equipment. It was planned to prescribe a simple uniform consisting of a cap with an appropriate device (the chin strap for chief warrant and warrant officers to be of gold braid and for enlisted men of patent black leather), and a brassard containing the letters "CGO".

THE FORM OF ENROLLMENT

The form of enrollment (2747) stated that the tenure of the Reservists would depend upon and be governed by their service at the particular yard or plant. Their Coast Guard service would terminate automatically upon

separation from the yard or plant. In addition, such Reservists could, for good and sufficient reason, resign from the Coast Guard, or might be discharged for cause in accordance with Coast Guard Reserve Regulations. Group insurance then provided by employers continued without increase in premiums for those enrolling in this manner.

TRAINING OF COAST GUARD POLICE

It was stated that details on organization and training of Coast Guard Police would be issued shortly afterward. The original orders from the Navy stated that all training and command of Coast Guard Police was delegated to the Commandants (Navy) of the various Naval Districts or to an authorized representative appointed by these Commandants. The Navy, through its inspection officers at facilities, had closer contact with the Coast Guard Police through the GOTPs, and had a better opportunity to know the guards individually and to recognize the specific duties at the plants, and thus were in a better position to direct the guards. The Navy retained control of training in all Districts except the Thirteenth, where authority was delegated to the DCGO and so remained until 20 November, 1943, when the Navy took over. The enrolled plant guards took a short but intensive course. Most training programs were similar. In Seattle, the courses lasted for nine weeks, and sessions were held daily in an office building. In the first week, 629 men attended out of a total of 637 registered for the course. Subjects covered included Americanism, safety, duty and conduct of guards and watchmen, and military etiquette.

ADMINISTRATION OF COAST GUARD POLICE UNDER THE NAVY

The administration of Coast Guard Police was entirely under the Navy. This was logical, for this cooperative relationship was at plants primarily having war contracts with the Navy, and the guards were chiefly concerned in guarding Navy property or property vitally needed by the Navy. Thus, the Coast Guard acted simply as the enrolling agency, all actual control and jurisdiction being vested in the Naval District Security Officer. The Navy assumed investigative jurisdiction for guards engaged in plant security work.

HEAD GUARDS IN REGULAR RESERVE

At first, head guards were Temporary Reservists. However, early in 1943, Headquarters established the practice, in accordance with a letter from the Vice Chief of Naval Operations dated 9 December, 1942, of appointing in the regular Reserve Class "S", the Senior Guard Member or the Chief of the Plant Police organization. Head guards in the regular Reserve were chiefly at plants with 50 or more Coast Guard Police. This practice was generally continued, although in the Fourth District it was discontinued for special reasons at several plants in December, 1943, and TR officers appointed. Orders were issued by the Navy to the Police through the head guards who, though in the regular Reserve, were not to be transferred from their particular plants.

GROWTH IN USE OF COAST GUARD POLICE

At plants where the guard force was to be organized into the Coast Guard Police, the situation requiring the guards to become members was explained by Naval Security Officers. At the completion of the explanation, the Officer in Charge was sworn in in the rank or grade determined by the Naval Security Officers. The remaining members of the yard force were then sworn in in a body, and the men completed the necessary forms. Officers

in charge of the guard force were furnished a supply of enrollment forms for future use. Enrollment of plant guards got under way as August, 1942, progressed. Virtually all Districts began simultaneously, although at some ports the development was slow. For instance, there was no apparent move to utilize this force at New Orleans until 25 May, 1944. One of the first Districts to get under way was the Fourth, (Philadelphia) District. The first enrollments there were made in a mass ceremony on 21 August, 1942, at the Cramp Shipbuilding Company. Others followed. By December, the total of Coast Guard Police in the District had risen to 1,410. In the First District, the first plant guard enrollments were at the Bethlehem Steel Company (Fore River Shipyards) on 24 August, 1942. On the following day, guards at the Bethlehem-Hingham Shipyard were sworn in, followed by others. The speed with which the project was pursued is indicated by the fact that as of 18 September, the First Naval District had Coast Guard Police enrolled as follows:

Plant	Ensigns	Chief Warr. Warr.	Enl. CPOs
George Lawley & Son, Corp.	-	1 2	63
Bath Iron Works	-	1 5	128
South Portland Shipbuilding	1	2 14	383
General Ship & Engine	-	1 5	27
Atlantic Yard (Beth. S.B.)	-	1 5	114
Warren Boat Yard (Rhode Id)	-	- 1	5
Herrshoff Mfg. Co.	-	- 1	11
Bethlehem Steel (Fore R.)	1	4 5	282
Bethlehem-Hingham Shipyard	-	1 3	94
Quincy Drydock	-	- -	13

Guards were later enrolled at:
Bethlehem Shipbuilding, East Boston
Todd-Bath Iron Shipyard, Bath
New England Shipbuilding, South Portland

The above totaled 1,174. A good number of women were enrolled in this District as Specialists. In all, approximately 2,500 plant guards were enrolled here, about half of whom were still on duty when final disenrollment occurred on 30 March, 1944. There was little or no trouble in the First District with Coast Guard Police. Always, there is at least one who ventures into forbidden fields, like one who was found by the FBI wandering about a city in the uniform of a lieutenant. He received appropriate attention.

ENROLLMENTS AND DISENROLLMENTS

Guards shifted their places and type of employment, requiring a considerable turnover of men in all Districts since disenrollment was required upon a guard being separated from his original place of employment. To maintain the strength of about 1,410 in the Fourth District, it was necessary to enroll and disenroll from 100 to 200 men and women each month during 1943 and the first part of 1944. At the end of 1943, enrollment was 1,502, but disenrollments were 41.6%. This problem was a continuing one in all Districts. Figures on enrollment are available for the Fourth District and, as an example typical of most Districts the following summary is presented.

Company or Shipyard	Avg. at Peak*	Max. Enr. **	Period of Enrollment
Amer. Car & Fdy.	38	45	Sept. 5 1942 - June 1 1944
Bethlehem S.B.	18	21	Aug. 24 1942 - Oct.19 1943
Brewster Aeron.	249	249	Aug. 29 1942 - July 1 1944
Cramp S. B.	145	206	Aug. 21 1942 - June 1 1944
Delaware Bay SB	13	13	Sept. 4 1942 - Oct.26 1944

(continued)

Company or Shipyard	Avg. at Peak*	Max. Enr. **	Period of Enrollment
Dravo Corp.	103	127	Aug. 28 1942 - June 1 1944
Hubert Johnson	1	1	Sept.25 1942 - Oct.19 1943
Kensington S.Y.	11	12	Sept.15 1942 - Oct.22 1943
Lower Bank B.W.	2	2	Nov. 24 1942 - Oct.27 1943
John Mathis	23	26	Sept. 2 1942 - June 1 1944
Mathis Yacht Bdg	8	8	Sept. 1 1942 - Oct.29 1943
New York S.B.	604	656	Aug. 26 1942 - June 1 1944
Penn Jersey S.B.	49	58	Sept. 7 1942 - June 1 1944
Pusey & Jones	78	88	Sept. 3 1942 - Oct.20 1943
RTC Shipbuilding	10	10	Sept. 8 1942 - Feb. 9 1944
Seaford S.B.	2	4	Sept.10 1942 - Oct.21 1943
Sun S.B. & D.D.	236	245	Sept. 6 1942 - June 1 1944
Ventnor Boat Wks	10	10	Sept.12 1942 - Oct.27 1943
Vinyard S.B.	6	7	Sept.10 1942 - Oct.22 1943
	1,606	1,790	

*Average at Peak Enrollment, September, 1943
**Maximum Enrollment

In all Districts, the number of Temporary Reserve plant guards increased and, for the country as a whole, reached the peak about 30 June, 1943, when there were the following:

Commissioned Officers	80
Chief Warrant and Warrant Officers	842
Enlisted Men	23,941
	24,863

A breakdown by Districts would be valuable, but no figures are available as of any particular date. Total enrollment in the Third District was about 4,000. In the Fifth District, as early as May, 1942, a preliminary survey was made of the Newport News Shipbuilding and Dry Dock Company, in connection with the waterfront security program, followed by others at the Moon Shipyard and the Forrest & Dunn Shipyard at Norfolk. By 15 January, 1944, 3,755 Coast Guard Police had been enrolled in that District, and 1,685 disenrolled, leaving 2,070 currently on duty. In the Sixth Naval District, 13 plants at Macon, Wilmington, Brunswick, Charleston, Jacksonville and Savannah came under guard of the Coast Guard Police. This was one of the first Districts to inaugurate enrollment. By July, 1943, the number of enrollees had reached 1,535. There is no specific information on such Reservists in the Seventh District, but in the Eighth, enrollments were started in August, 1942 and by October 17, 2,484 had been enrolled. That the Eighth District was plagued by shifting plant guards even in the earliest days is evident from the fact that, by 31 October, 117 had been disenrolled, after having served less than two months. No plant guards were used as TRs at New Orleans until 1944.

IN THE NINTH AND OTHER DISTRICTS

In the Ninth (St. Louis) District, a board of three officers was constantly engaged in enrolling guards at plants for a considerable period. By February, 1944, this District had guards at 18 industrial establishments, enlisted personnel numbering 1,977 and warrant and chief warrant officers, 25. Similar action was taken on the West Coast. In mid-October, 1942, the Naval District Security Officer, Eleventh Naval District (Los Angeles) conferred with the DCGO regarding stationing and training of Coast Guard Police, and enrollment of guards at the Los Angeles Shipbuilding and Drydock Company followed. There is no information regarding the Twelfth (San Francisco) District, but in the Thirteenth (Seattle), enrollment of plant guards got under way on 29 August, 1942. More than 1,800 were subject to enroll-

ment. By the end of September, enrollment had been virtually completed except for the usual turnover which persisted. Classes were set up at Portland, Oregon, and Seattle. It will be remembered that in this District, the Navy Commandant had designated the DCGO as responsible for training of Coast Guard Police, and such training was done by the Coast Guard for most of the active period.

THE UNION PROBLEM

Virtually all plant guards enrolled in the Temporary Reserve as Coast Guard Police belonged to unions. While this fact caused no complications in certain Districts, it was a source of considerable difficulty in others. The guards themselves were often disturbed by union obligations with which they were confronted. The unions obliged their members to sign sworn statements, in effect calling for full loyalty to the unions, which were to represent them and negotiate on their behalf all wage agreements, hours, and other conditions of employment. This superseded and canceled "all previous delegated authority on these matters". The question was how to serve two masters when, on entering the Reserve, they subscribed "to follow the orders of the President of the United States," and of the officers appointed over them. It would seem obvious that Uncle Sam was THE master, but this was not obvious to guards at (fortunately) a very few plants. In the Thirteenth District the question of prime loyalty arose. The officer to whom the matter was referred advised plant guards to place an endorsement upon their applications stating that they were members of the United States Coast Guard Reserve and, having taken the oath, would have to follow any orders given by superiors. The Commandant of the District asked management to include in its negotiations with any unionized guard force a provision which clearly stated that "nothing contained in the agreement shall be construed in any way to interfere with the organization, training and control by the Navy Department of the company guard force as a part of the Coast Guard or to abrogate or interfere with the duties, responsibilities and rights imposed by the Navy Department upon any employee in such Coast Guard Police." The Coast Guard was, at that time, issuing new enrollment blanks which included the provision that the employee could not disenroll from the Coast Guard Police without approval of the Commandant.

DIFFICULTY CAUSED BY STRIKES, UNIONS

Few major difficulties were encountered with respect to strikes in war plants guarded by these Police. However, there were the inevitable few. In cases where strikes were brewing, it was sometimes difficult to convince the men that they must remain apart. During May, 1944, activities of one ensign at the Pittsburgh plant of the Dravo Corporation were about to cause a strike. This man's commission was soon revoked. There was some difficulty in the New Orleans area. The training of guards at the Todd-Johnson Drydock in Algiers, across the river from New Orleans, was started by the Navy, and the union served notice that men undergoing this training on their own time must be paid time and a half. Here, the union won a victory over Uncle Sam, who was trying to win a war. To avoid complications, training there was discontinued and the training details transferred to the Higgins plant where no trouble developed.

THE EPISODE AT BREWSTER

The classic example of trouble, and the only serious one, occurred on 23 August, 1943, in the Fourth District at the Brewster Aeronautical plant at Johnsville, Pennsylvania. This involved divided loyalty as between

Uncle Sam and the Aircraft Union leaders. About 37 members of the Coast Guard Police at this plant obeyed orders from their union leaders rather than orders from their proper Coast Guard superiors during a period when ticklish labor situations existed and constituted a constant problem. The 37 Coast Guard Police were arrested by the Navy, and 37 other men were requested as standbys for the prisoners, as well as one officer and a detail of 10 men to deliver the prisoners to the U. S. Naval Brig. On the 25th of August, an additional 9 men at Brewster were arrested for similar reasons and likewise delivered to the Naval Prison and Brig at Philadelphia. Courts-martial resulted, serving properly to discipline the offenders and bring home to any wavering Coast Guard Police the fact that they were serving Uncle Sam and not the union leaders. These courts-martial had beneficial results throughout the country. In February, 1944, more trouble seemed to be brewing at Brewster, and an emergency detail of 10 men and two vehicles stood by continuously for a considerable period in case of disturbance. However, no occasion for action arose. Nevertheless, two head guards at Brewster who had been commissioned in the regular Reserve had their appointments revoked at the insistent request of the Navy. Both were replaced by Temporary Reserve officers, and this change resulted in a much healthier condition. As an aftermath of all this, plant guards at Brewster were retained one month longer than all other Coast Guard Police until the Navy was virtually certain that the basic trouble had been eliminated. Taking the over-all activity, however, there was little difficulty, and most guards never questioned their obligation for loyalty to Uncle Sam over the union leaders. At the very great majority of plants, the Coast Guard Police worked well and smoothly, and functioned entirely as intended.

VALIDITY OF T.R. ENROLLMENT UPHELD

At times there had been some question as to the amount of military authority vested in the Coast Guard Police. An actual case proved an excellent test. An enrolled plant guard shot and killed an alleged rioter at the Sun Shipbuilding and Drydock Corporation plant. The man was court-martialed and released. He was held to have acted in a military and not civilian capacity, and the validity of the Temporary Reserve enrollment was thus upheld. This case and others previously mentioned caused labor to realize that plant guards were to be governed only by Service Regulations and that they carried military authority.

TREND TOWARD CURTAILMENT

Toward the latter part of 1943, the Navy requested permission of various shipyards for the District Security Office to analyze orders to the guard forces, to discuss with the managements orders for individual posts, and to exclude Coast Guard Police performing duties foreign to its purpose. Most managements preferred to have the Navy take over the guards completely or not at all. As plants completed their Navy construction work, they were removed from the Navy responsibility lists as not vital to the war effort. This left various plants with Coast Guard Police for whom there was no real need. These were promptly disenrolled, and the decline in the number of Police began. In September, 1943, 26 plants were so released in the Eleventh District, relieving 174 men. In the Thirteenth District 21 yards had been dropped, but steps were taken by GOTPs to afford fire inspection and other security measures upon reduction in Police. A small reduction was made in the First District. The first reduction in the Fourth District occurred in October, 1943.

DISENROLLMENT OF ALL
COAST GUARD POLICE

The number of plants completing Navy and Coast Guard contracts accelerated rapidly in the early part of 1944. Also, the war in Europe was coming increasingly under Allied control, and danger of sabotage commensurately lessened. Early in March, 1944, the Chief of Naval Operations directed the abandonment of the Coast Guard Police Temporary Reserve program, and as each plant was examined and found satisfactory, the District Coast Guard Officer was requested to disenroll the guards at the respective plants. In most Districts, this was followed by many mass disenrollments. Virtually all plant guard disenrollments in the First District were completed 30 March, 1944. Among the largest mass disenrollments was that at the New York Shipbuilding plant in the Fourth District, where 600 were disenrolled in one ceremony about 1 June, 1944. In all, about 3,500 were disenrolled in the Thirteenth District. No over-all complete figures are available, but on 30 June, 1943, at the approximate peak, there were 23,941 Coast Guard Police on active

duty. By 30 June, 1944, this had been reduced to 2,736. Men at the Brewster Aeronautical plant in the Fourth District were continued on duty until 1 July, 1944. The reaction to these mass disenrollments in most Districts was the same as in the Fourth District. In most cases the plant managements were reluctant to dispense with a system which had functioned so admirably. On the other hand, labor seemed generally apathetic toward the change, although it represented a release by the Service of men who, for some time, had been beyond the jurisdiction of the labor unions.

EVALUATION

Despite the rapid turnover in personnel due to individuals shifting jobs which automatically caused disenrollment and the enrollment of replacements, occasional difficulty with labor unions, and cases of loyalty to unions over Uncle Sam, it must be concluded that the Coast Guard Police, as a whole, served admirably and functioned fully as intended. In another emergency they could serve advantageously.

SECTION III

THE VOLUNTEER PORT SECURITY FORCES

EXECUTIVE ORDER NO. 9074

On 25 February, 1942, President Roosevelt directed by Executive Order No. 9074 that the Secretary of the Navy take steps necessary to protect waterfront facilities in the United States, Alaska, Hawaii, Puerto Rico, and the Virgin Islands against injury from sabotage or subversive actions. This responsibility was almost immediately delegated to the Commandant of the Coast Guard, Vice Admiral Russell R. Waesche. Thus, the Coast Guard became responsible for protecting more than 40,000 miles of coast-line and for the safety of thousands of docks, piers, and other harbor installations. Fire protection and the escorting of commercial vessels in convoy and independently, became a responsibility, yet only about 19,000 men were enrolled in the Coast Guard at the time. In addition to a very large subsequent increase in the Coast Guard Reserve and the admirable assistance given in patrolling coasts and harbors by the Coast Guard Auxiliary, much extra help was needed for guarding land installations. Regulars were required in all theaters of war for handling small landing craft and other vessels, and some new source of manpower obviously would have to be tapped.

ican custom of allowing officers to muster their own companies.

INITIAL APPROVAL

After receiving initial approval, the plan was submitted to the District Coast Guard Officer, Fourth Naval District, on 14 June, 1942. The latter, doubtful, said in a letter dated 15 June: "Of course the practical success of this plan depends entirely upon the calibre of the humble watchman you may be able to enlist to carry it out and whether or not you can maintain his interest. No matter how earnest and sincere the 'brains' of the outfit may be, if the man on the dock loses his patriotic interest -- and he is getting no pay for his work -- the whole scheme falls flat on its face." As might have been expected officialdom was hard to convince that volunteers would donate their services, stick to their jobs, and perform their duties with zeal and fidelity. But the need was great, the planners were persistent, and the experiment seemed well worth trying. The plan was presented to Admiral Waesche and a staff of four on 10 July, 1942, at a meeting in Washington, shortly after passage of the amendment to the Auxiliary and Reserve Act authorizing the Temporary Reserve. The Philadelphia Plan, coinciding perfectly with the intent of the amendment, was accepted. Enrollment of volunteers was authorized, though such details as uniforms and maintenance were not then settled.

THE JENKS-WHITE PLAN

The idea of a Volunteer Port Security Force had occurred to several people as an aid in port protection. However, the first practical steps were taken at Philadelphia, one of the largest fresh water ports in the world. On 18 April, 1942, before the creation of the Temporary Reserve, Frank Knox, Secretary of the Navy, and Admiral Waesche, Commandant of the Coast Guard, visited Philadelphia and discussed the problem of port protection with the District Coast Guard Officer. Meanwhile, Donald F. Jenks, Deputy Director, Division of Railway Transport at the Office of Defense Transportation, and Dimitri F. White, Philadelphia Chairman of the British Ministry of War Transport Committee, were collaborating together on a definite, carefully worked out plan for port protection. On 11 May, 1942, the Jenks-White Plan, later called the Philadelphia Plan, was sent to the Director of the Division of Railway Transport, Office of Defense Transportation, Washington, D. C. This plan called for a regiment of 1,000 men, with 152 commissioned officers, and the typically Amer-

ESTABLISHMENT OF THE
PHILADELPHIA REGIMENT

No time was lost. On 29 July, 1942, Harold W. Scott, Vice President of the Pennsylvania Company for Insurances on Lives and Granting Annuities, was selected as the Commanding Officer of the Philadelphia Regiment and sworn in as Commander on 17 August, 1942. For nearly 2½ years, he devoted his efforts to work of the Regiment. Edward C. Page, as lieutenant commander, became Executive Officer. He also served that period, much of it on a full time basis. Wheaton J. Lane, as lieutenant commander, a former member of the History Department at Princeton University, became superintendent of the Training School. Other officers were selected, office space was donated. The "Friends of the Regiment" were organized and undertook raising



CAPTAIN ARNAUD C. MARTS, USCGR
CHIEF, TEMPORARY RESERVE DIVISION

money to finance the unit, obtaining \$25,000 in less than a month through over 270 individual and corporation subscriptions. On 19 September, 1942, a mass induction of the first enrollees was held in Independence Square.

TRAINING

The duties which these men were to undertake required thorough indoctrination before duty could be performed. The Training Officer had a real job on his hands. The Law School Building at the University of Pennsylvania was made available for classes, and the Police Department range was offered for small arms firing. The first class met at the Law School on 13 August, 1942, and despite a cloudburst 182 trainees reported without an absentee. By 6 November 1942, 700 were engaged in, or had completed, training and the first actual duty was performed on 23 December, 1942. It was decided to train the men before induction thus eliminating before enrollment those who were proved unfitted. Training soon became big business, and the Coast Guard Volunteer Training Institute was formed. Amos J. Peaslee, internationally famous as an authority on International Law and Sabotage, was appointed Director on 17 March, 1943, with the rank of Commander. (His 26-year effort brought about a settlement of the famous Black Tom-Kingsland case in which the German Government was found guilty of organized sabotage in the United States long before war was declared in 1917). The purpose of the Institute was, in part, to assist in establishing Volunteer Port Security Forces in other ports. Eventually, 6,690 men and women completed courses at Philadelphia. It was found necessary to use pistol ranges of the Pennsylvania Company for Insurances, etc., and the Fidelity-Philadelphia Trust Company for small arms firing as well as a very fine outdoor range in Lower Merion Township. Five nationally known shooting experts were selected as instructors and rated Chief Gunner's Mates. In all, more than 7,000 men and women were qualified in the use of the .38 calibre revolvers, and 56 members received the Coast Guard Expert Pistol Medal. Fire Detail training for many men was supplemented by instruction at the Fort McHenry Training Station, Baltimore.

ESTABLISHMENT OF OTHER VOLUNTEER PORT SECURITY UNITS

After fair trial, the experiment at Philadelphia proved so successful that the value of similar units at other ports became obvious. This required organization and centralized authority, with the result that a Volunteer Port Security Division was set up at Coast Guard Headquarters in Washington, D. C. Dr. Arnaud C. Marts, President of Bucknell University and Director of the Pennsylvania State Council of Defense, was asked to head the VPSF by the Commandant. Dr. Marts, who later became Chief of the Temporary Reserve Division of the entire Coast Guard, accepted, and on 18 January, 1943, was given the official title of Special Assistant to the Chief Personnel Officer of the Coast Guard, for the VPSF. Thus began the central organization. Captain Marts led an energetic expansion of the Volunteer Port Security Forces. Lieutenant Commander J. Bennett Nolan of Philadelphia was very active assisting Captain Marts in interesting other ports in the establishment of Volunteer Port Security Forces on the Philadelphia Plan. Selling was more difficult in some places than in others, but by the time all had been organized, there were 22 official Volunteer Port Security units. As the first anniversaries of the founding of the older units approached, it was found that the original quotas were inadequate, and many were increased.

The duties which these men were to undertake

PRELIMINARIES TO ORGANIZATION

Much groundwork was necessary before a unit could be actually organized. As an example, Lieutenant Commander Nolan and Lieutenant J. I. Cairns went to San Diego, California at Captain Marts' suggestion as early as August, 1943 to look over the field for a VPSF unit. They interviewed the Captain of the Port, inspected possible sites for a headquarters and training school, and made a preliminary study of the waterfront. They reported the results to the District Coast Guard Officer, Eleventh District, at Los Angeles, who requested authority for a VPSF unit on 22 October, 1943. This was approved at Headquarters five days later. However, it took until 5 January, 1944, to select the key officers who were sworn in on 15 February, 1944. It was 23 June, 1944, before the unit had 304 men and 27 women enrolled. Thus, it took ten months for the force to become really effective. Not all units required this much time for organization, but there were no "sudden results" in any port.

CHAFING AT BITS

At about the same time, VPSF units were discussed at Savannah and Charleston. However, the matter dragged along until the Spring of 1944. A meeting of 15 of Charleston's business and professional leaders was assembled and the VPSF plan endorsed. On 4 April, 1944, the District Coast Guard Officer, Sixth District, requested establishment of the VPSF at these two ports. Men in Savannah "chafed at their bits" because of considerable delay in approval, but went forward with tentative plans. Once their unit got started it almost established a speed record. The first indoctrination class consisted of over 100 men, and it is notable that 42 days after assembly of this first class, and 45 days after the commanding officer had been sworn in, the Savannah unit was on active duty guarding Liberty ships on the waterfront. There were similar preliminaries in virtually all Districts where VPSF units were organized. Details varied little. The units were directly responsible to the VPSF administrative organization at Headquarters under Captain Marts. When training had been completed for a sufficient number of men and women, the unit was then transferred from jurisdiction of Headquarters to that of the District Coast Guard Officer of the respective District, and the unit became an integral part of the District activity.

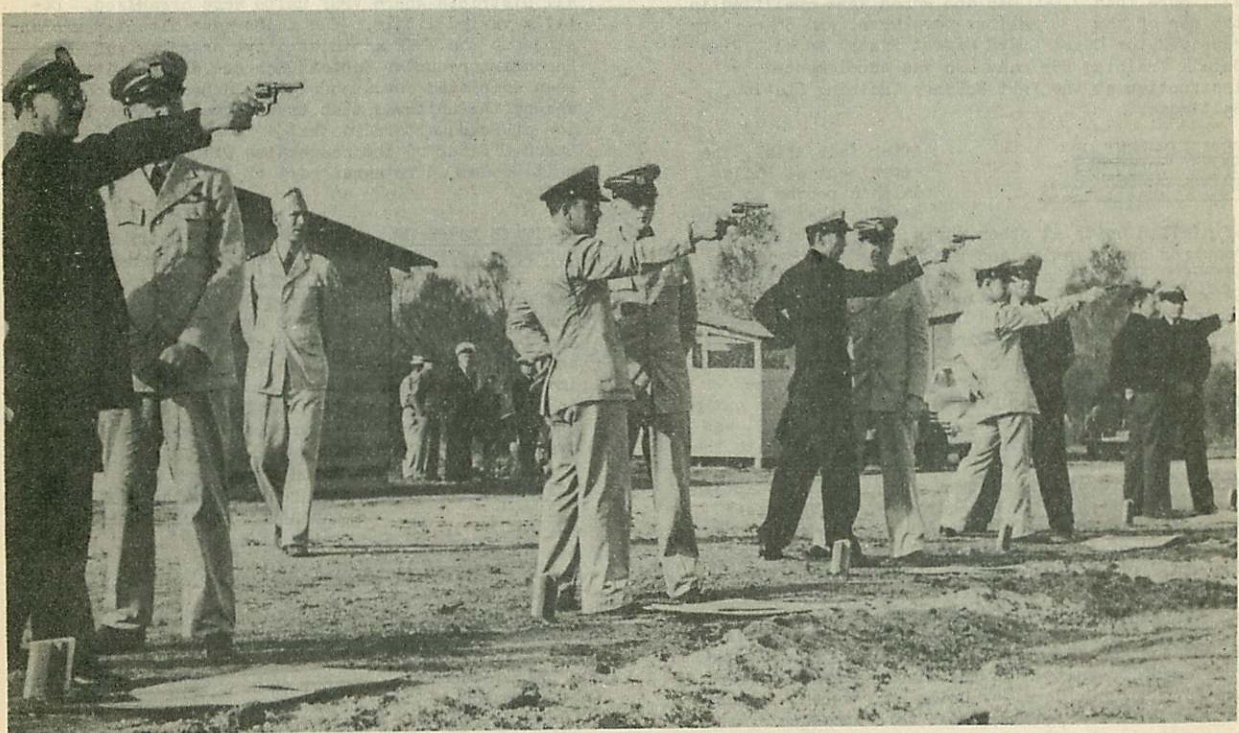
ULTIMATE SCOPE OF THE VPSF ACTIVITY

The VPSF units finally were organized and effectively used at 22 different ports of the United States. Total active enrollments were over 20,000 exclusive of the First and Third Districts in which this work was done not as VPSF, but as units of one Temporary Reserve organization with personnel from the Auxiliary. Following is a list of ports, by Districts, where VPSF units were formed, together with other data where available.

<u>District and Port</u>	<u>Date Organized</u>	<u>Original Quota</u>	<u>Date First Active Duty</u>
4th District			
Philadelphia*	29 Jul. '42	3,500	23 Dec. '42
5th District			
Baltimore*	15 Mar. '43	2,000	---
Washington, D.C.*	Jan. '43	250	---
6th District			
Charleston	25 Jul. '43	500	1 Nov. '43
Savannah*	3 May '44	500	12 Jun. '44
Jacksonville	14 Apr. '43	500	1 Oct. '43
7th District			
Miami	Apr. '43	400	---



A TYPICAL INDOCTRINATION CLASS GETS UNDER WAY
VPSF, TAMPA, FLORIDA



FIRING ON THE RANGE WAS AN IMPORTANT PART OF ALL VPSF TRAINING

(continued)

<u>District and Port</u>	<u>Date Organized</u>	<u>Original Quota</u>	<u>Date First Active Duty</u>
Tampa	Apr. '43	600	28 Jun. '43
Port Everglades	---	---	---
8th District			
Mobile	Oct. '43	250	16 Jan. '44
New Orleans*	Jun. '43	2,000	7 Nov. '43
Galveston	1 Sep. '43	400	19 Nov. '43
Houston	1 Sep. '43	400	Feb. '44
Corpus Christi	---	---	---
9th District			
Duluth	Apr. '43	400	---
10th District			
San Juan, P. R.*	15 Sep. '43	500	4 Nov. '43
11th District			
Los Angeles*	(?) Oct. '43	3,400	**26 Apr. '44
San Diego	15 Feb. '44	1,000	**23 Jun. '44
12th District			
San Francisco*	17 Jul. '43	2,500	**16 Jan. '44
Oakland*	Jul. '43	1,000	**23 Jan. '44
13th District			
Seattle	1 May '44	500	Aug. '44
Portland, Ore.	Aug. '44	1,000	18 Oct. '44

* Figures on ultimate active personnel where known:

Philadelphia	3,200	San Juan	455
Baltimore	1,500	Los Angeles	2,400
Washington, D.C.	400	San Francisco	2,100
Savannah	400	Oakland	1,000
New Orleans	1,200		

** Turned over to the DCGO

NOTE: In the First and Third Districts, Guard Details doing exactly the same duty as the Volunteer Port Security Forces were organized from the Auxiliary and operated as a detail rather than as a separate regimental organization. Although not regular VPSF, their work is logically covered under this head.

GENERAL ORGANIZATION

It should be remembered that most Volunteer Port Security Forces were recruited directly and not from the Auxiliary. They were entirely distinct and separate, with their own organization from top to bottom, and the administrative organization virtually duplicated that of the other Temporary Reserve units. Notably in the First District, such duplication was avoided since guard detail, floating units, and all other volunteer Temporary Reserve activities were successfully conducted as divisions under one Temporary Reserve District organization. The Philadelphia Regiment was the first and largest VPSF, and since the others were patterned after it with only slight variations due to local conditions, its structure may be presented as an example. The original plan called for six hours of service once each week. This was later changed to six hours each six days to provide rotation. At the outset, there were 152 officers and 1,000 men, the latter to be increased. Each platoon had an ensign, two boatswains, four chief boatswains mates, four boatswains mates first class, and sixteen seamen; two watches of two squads of six men each, and a boatswain for each watch. Thirty-six platoons were built up and then the size of the platoons increased. Squads were increased to 10 men. This method avoided placing complete inexperienced squads on duty, and the officer proportion was reduced to the proper figure.

SYSTEM IN THE WATERFRONT AREAS

The waterfront was divided into 6 Areas, each including contiguous facilities comprising all war piers in a given territory. Platoons were assigned in cycles and rotated until the men were familiar with all, and then assignments became permanent. The units were then placed under Area Command, comparable to a battalion organization. As of 1 July, 1944, the Regiment was organized into 24 companies providing more effective control for the Area Commander and his Staff. This was due to the size of the Regiment, and was not followed in other ports. Later, increased coverage was gained by increasing the length of each watch to 3 hours, 0000 to 0800 to 1600 to 2400. Watches were rotated so that each man need lose only one day in 18 from his business, not counting Saturdays and Sundays. Further coverage was later obtained by accelerating rotation to one watch in 5 days.

BEHIND THE LINE

Behind the men on the line actually performing the port security duties, was a staff of able and intelligent men and women who worked hard to support the work of guarding the waterfront. Many rendered extraordinary service. Under the Commanding Officer and the Executive Officer, the growing Regiment had other officers heading up these various departments:

Personnel	Transportation
Operations	Security
Regimental	Military Training
Training and	Finance
Military	Enrollment
Inspection	Supply
Fire Drill	Recruiting
Public Relations	Women's Transportation
Legal	Women's Office Detail

DUTIES OF THE VPSF

For detailed information on the duties of Ship Guards, Gangway Guards, Roving Guards, Cargo Guards and Fire Guards, reference should be made to Appendix VI. Briefly, the duties of the VPSF on the line were:

- (1) Posts to be manned afloat and ashore
- (2) Fire Detail
- (3) Officer of the Day functions

Duties in various ports differed in certain details depending upon local conditions and requirements but generally, they were similar in all ports. The main part of duty ashore consisted of controlling the entrances to piers. All persons were required to present proper identification and to show they had legitimate business on the pier. This was especially important where persons wished to visit ships. Neutral sailors were not permitted in any restricted areas except under armed guard. They were checked by the Customs Officer in company with the VPSF man, and then turned over to the guard on board ship. Pier guards roved the piers at regular intervals. They had to know everything about the pier, its cargo, its equipment, and the location of all emergency equipment such as fire extinguishers, hoses, telephones, and alarm boxes. In case of fire, they were required to know exactly what to do in the promptest manner, sound the alarm, direct apparatus, remove obstacles, and lend assistance in extinguishing the blaze. They observed, and corrected if possible, any violations on their premises. The ideal pier watch for this exacting assignment was three men rotating posts, with each man thoroughly familiar with each of the posts.

SECURITY OF VESSELS

Usually, responsibility was assumed for the security of vessels moored at controlled facilities. Details assigned to ships consisted of gangway guard, a roving guard, and one man on call. All important facts were recorded on a card, including location of all hazards, nature of cargo, location of fire-fighting equipment, names of officers, and other facts. Each man going on duty inspected the ship carefully, including the engine room. Persons jumping between the ship and the pier had to be guarded against. The Senior Officer Present with a detachment inspected each ship thoroughly, especially when she docked, to make certain that her crew were familiar with regulations. Inspections were made of all emptied holds. All posts were toured by a petty officer of the Senior Officer Present. One of the most important duties of the VPSF was to guard against fire. The Coast Guard furnished in many ports fire watchers whose duty it was to attend all jobs where welding or cutting were being done on board ship, to have extinguishers available, and to see that hoses with running water were always handy to such operations. In many ports, welding and cutting were forbidden unless attended by a Coast Guard fire watcher. Particularly in the First District this duty was performed with the utmost care and conscientiousness.

OFFICER OF THE DAY

The Officer of the Day functioned continuously. He received reports from all Area Command Posts and acted and reported upon special incidents such as fires, accidents, sabotage, riot and similar emergencies, maintained close liaison with the Duty Officer of the Captain of the Port and between various Areas and Staff Departments of the VPSF, maintained a record of ships in port and the number of guards assigned. In general, this officer served as a clearing house for all VPSF and Captain of the Port information and transmitted it to the regimental departments involved.

WOMEN IN THE VPSF

Proper functioning of the units required a mass of detailed paper work such as correspondence, orders, and operations and personnel records. Women were particularly well-fitted to do this. When provision was made for the enrollment of women as temporary members of the Coast Guard Reserve, a large number joined. Although their duties were by no means confined to those of a clerical nature, the majority were so engaged. The women, as Temporary Reserve Spars, performed valuable duty, serving their required time each week along with the men, and aided materially in vital Staff work. In addition many served as jeep or automobile drivers, canteen attendants, and quartermasters, and some became proficient in small arms. The work of the Temporary Reserve Spars is covered in greater detail in Section IV.

HEADQUARTERS CONFERENCES

In order to know more precisely the operations and progress of the various VPSF units, to coordinate their operations and help one another with problems and solutions, several conferences were held at Headquarters in Washington, D. C., between top administrative officials and commanding and other important officers from the several Districts. With the VPSF operating in 18 ports, a conference was held on 9, 10 and 11 December, 1943, primarily for interpretation of various Temporary Reserve regulations and for a formal review of the work already done. This was chiefly for District Temporary Reserve Personnel Officers. Outstanding topics were the status of officers, problems of enrollment, definition of active duty, dis-

cipline, disability compensation, national service life insurance and the ever-present question of prompt issue of uniforms. A conference of Temporary Reserve women was held at Headquarters on 26, 27 and 28 September, 1944. The Senior Women's Officer, Lt. Comdr. Anita P. Clothier and Captain Marts conducted this conference. It was outstandingly successful. There were 54 delegates from 12 Naval Districts. All made their reports on the first day, and this was followed by discussion of the reports, and addresses by high-ranking officers including Captain Dorothy Stratton, Director of the Women's Reserve. Another important conference of Commanding Officers was held on 6 and 7 December, 1944. This was a notable event in Temporary Reserve history, with practically all unit Commanding and Executive Officers from the various Districts attending, including Commander C. R. Hartzell of the Puerto Rico VPSF. These officers read reports and engaged in general discussions on all operational, logistical and organizational matters pertaining to the Temporary Reserve. The meeting proved valuable in promoting efficient operations and a clearer understanding of the various issues. Several high-ranking Coast Guard officers spoke, highlighted with an address by the Commandant. The event ended with a banquet at which Admiral Waesche was presented with a scroll signed by fifty commanding officers. It read:

"With profound pride and admiration, we extend to you warmest thanks and appreciation for splendid leadership; for wisdom which conceived the Temporary Reserve and led it into a vital war capacity; for comradeship which has made the way smooth; for the opportunity of serving.... for these things we are grateful."

CHANGE IN HEADQUARTERS ORGANIZATION

By the Fall of 1943, the Temporary Reserve had grown so fast that a new organization at Headquarters was considered desirable. A Temporary Reserve Division was created under Captain Marts. In each District a Temporary Reserve Personnel Officer with a special interest in Temporary Reserve matters was designated. Directly responsible to the District Personnel Officer, he was to stimulate enthusiasm and act as a general trouble-shooter. Coordination in the work of the various TR units was an important function.

FORT McHENRY FIRE SCHOOL

Because of the urgency of fire prevention and control in all port security work the nation over, and the desirability of having not only Volunteer Port Security personnel but other Temporary Reservists trained in the latest methods, a school concentrating on this subject seemed requisite. After organization of the Washington, D. C., VPSF, Captain Marts turned his attention to the formation of fire prevention and control classes at the Coast Guard Fire School which was adjacent to the Fort McHenry Barracks of the Coast Guard near Baltimore. This was a school of experimentation and scientific fire-fighting. On 13 November, 1943, by authority of Headquarters, these facilities were opened to the Temporary Reserve. Captain Marts addressed letters to commanding officers inviting them to send delegates for a series of weekly classes beginning 29 November. During the course the men, mostly from Atlantic and Gulf Districts, were housed in the barracks and averaged about 30 a week. After the first class there was widespread demand for continuance. Nine classes were graduated during the winter of 1943-1944, and ten more were held between Labor Day and Thanksgiving Day of 1944. Several men from far-off San Juan attended. Subjects covered were fire

knowledge, fire-fighting and prevention, port security problems, morale, discipline, and Coast Guard legislation. Altogether, over 400 officers and men of the Temporary Reserve completed these courses. About half were VPSF, and the rest from the Auxiliary-Temporary Reserve floating units and guard details. Morale was always high, and "graduates" were loud in their praise for the course and the men who gave it.

PRACTICAL FIRE EXPERIENCE

A Liberty ship, sunk at the end of the pier at Fort McHenry, was used experimentally in fire-fighting. Engine room and bilge fires occasionally were lighted and later extinguished, using carbon dioxide and fog. The VPSF class always watched these fires with intense interest, as did all in the vicinity, for the great waves of billowing black smoke pouring from the superstructure afforded a choice spectacle. By popular demand, the courses ended with a boat trip around the harbor on Saturday morning. A 50-foot scavenger craft was used. It was appropriate that, on one occasion, as the slow craft skirted the busy waterfront and the great shipyards at Fairfield and Sparrow's Point, an overheated exhaust pipe started a fire that was speedily extinguished by the alert Temporary Reserve fire specialists. Subsequently, a modern buoy tender replaced the craft which was returned to its reluctant owner.

OTHER FIRE SCHOOLS

Branch schools for local training were established in various Districts under the instruction of those who had been to Fort McHenry. The first was at Philadelphia where the plan was to have at least one man from every platoon specially trained in this field; eventually 700 received this training there. In February, 1944, a school similar to that at Fort McHenry was set up at Alameda, California, on San Francisco Bay, to take care of this type of instruction on the Pacific coast. Attendance there averaged 35 a week, and the school measured up well with that at Fort McHenry. The school operated well into 1945.

REGIMENTAL TRAINING MANUAL

To assist all types of training for the VPSF at Philadelphia, Lt. (jg)(T) Thomas E. Mikell of that unit wrote a very comprehensive manual for guidance of trainees. It contained all the essential information and proved highly valuable, becoming the "bible" of the man in VPSF line work. It served as a model for other port security forces and came into general use. Lt. Mikell received a citation from the Acting Commandant for this work.

PERSONNEL PROBLEMS

While many units and Districts had personnel problems peculiar to themselves, some were very general. The Districts greatest in size and enthusiasm were the First, Third, Fourth, Ninth, Eleventh and Thirteenth. The Tenth was small, but there was no lack of enthusiasm. Commander Peaslee, on returning from England in 1943, noted a natural falling off in interest by certain English volunteer bodies after four years of gruelling warfare. He felt such a development was inevitable in the Volunteer Port Security Forces. This feeling was justified when, following two years of monotonous dock duty, false optimism developed after Allied victories in Normandy and Belgium. The actual patrolling of waterfront facilities and harbors and the other port security activities were usually unutterably dull. Toward the end of 1944, extra efforts were necessary in most Districts to keep up morale and the spirit of carrying on full blast until final victory.

In the early days of the VPSF, uniforms were diffi-

cult to obtain. The Philadelphia unit was not uniformed until the Spring of 1943. This caused hardship and was not helpful to morale. Turnover in personnel was sometimes very disturbing. Great care usually was taken to enroll, as far as possible, men who were not plainly subject to draft. Yet, many men from most units were drafted, meaning replacement and more training. Some men in business found it necessary to discontinue because of business pressures, and there were always those whose health became impaired sufficiently to make discontinuance mandatory. Some changed their businesses, and moved to other parts of the country. And in most units there were some who simply lost interest. There was, therefore, a continuing disenrollment and replacement. An idea of this may be had from the records of the Philadelphia Regiment where, in all, there were about 5,400 enrollments and 2,000 disenrollments during a period of two years, with approximately 3,200 being the highest figure for men on active duty at one time. In the later days this called for strict scrutinizing of applications for disenrollment, and such applications were then acceded to only when meritorious cause could be shown. This problem existed, of course, in all phases of Temporary Reserve work. While applicants were sworn in for the duration, and could be disenrolled only with the consent of the Regimental Commander, it was usually expedient, for the sake of morale, to release those who had lost heart in their work. Actually, very few were released for this reason, and most stuck tenaciously to their duty. But there were times when, in various units, recruiting hardly kept pace with losses.

One of the most troublesome problems was that of manning daytime watches. In most Districts there was no difficulty in obtaining night men because most had daytime employment. However, men who could forego a day's work each week, or who worked at night or were otherwise situated so that they could serve in daylight hours were scarce in all Districts throughout the existence of the Volunteer Port Security Forces, except for Saturdays and Sundays. This was a continuing problem in all areas. Finally, in many ports, enough of these men were enrolled so that the VPSF could take over the entire waterfront watches on a 24-hour basis, but in others this was never accomplished. Throughout the emergency, great efforts were put forward to obtain daytime men, but there were almost never enough.

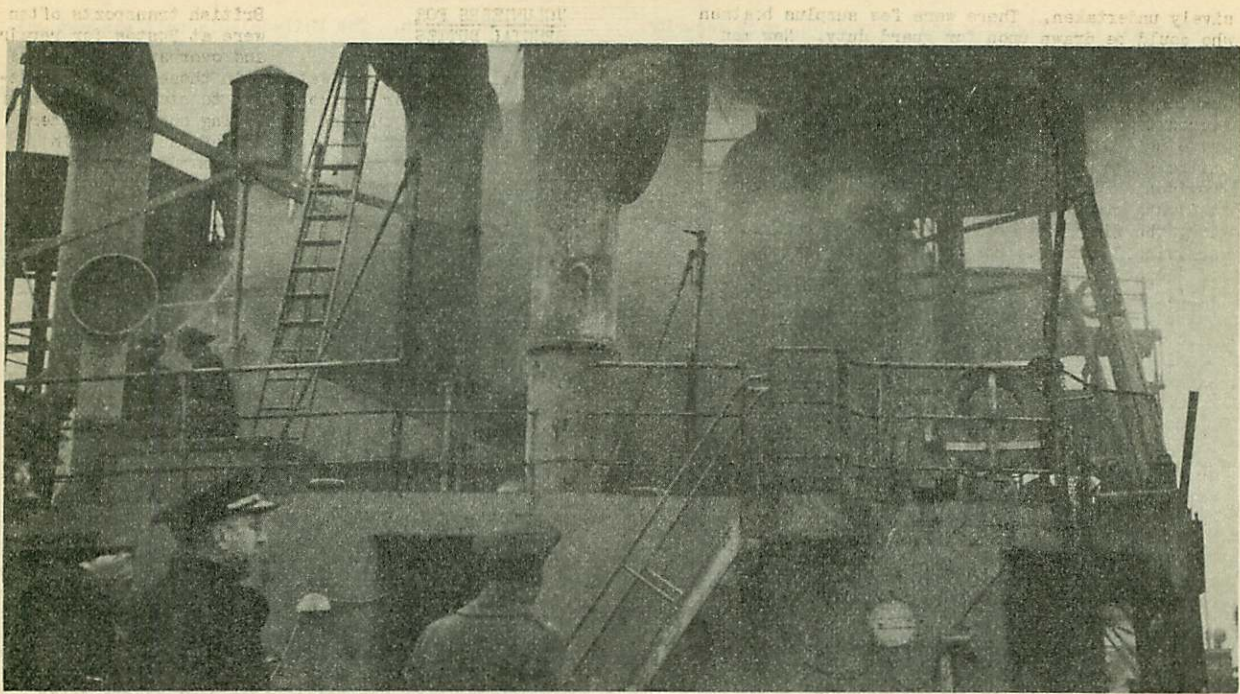
GENERAL EXPERIENCE OF THE VARIOUS DISTRICTS

The foregoing summarizes the establishment, organization, growth, and some of the problems of the Volunteer Port Security Forces as a whole. Activities and experiences varied between the Districts depending upon their individual conditions and circumstances. The particular situations and experiences of the individual Districts are commented upon in the following paragraphs.

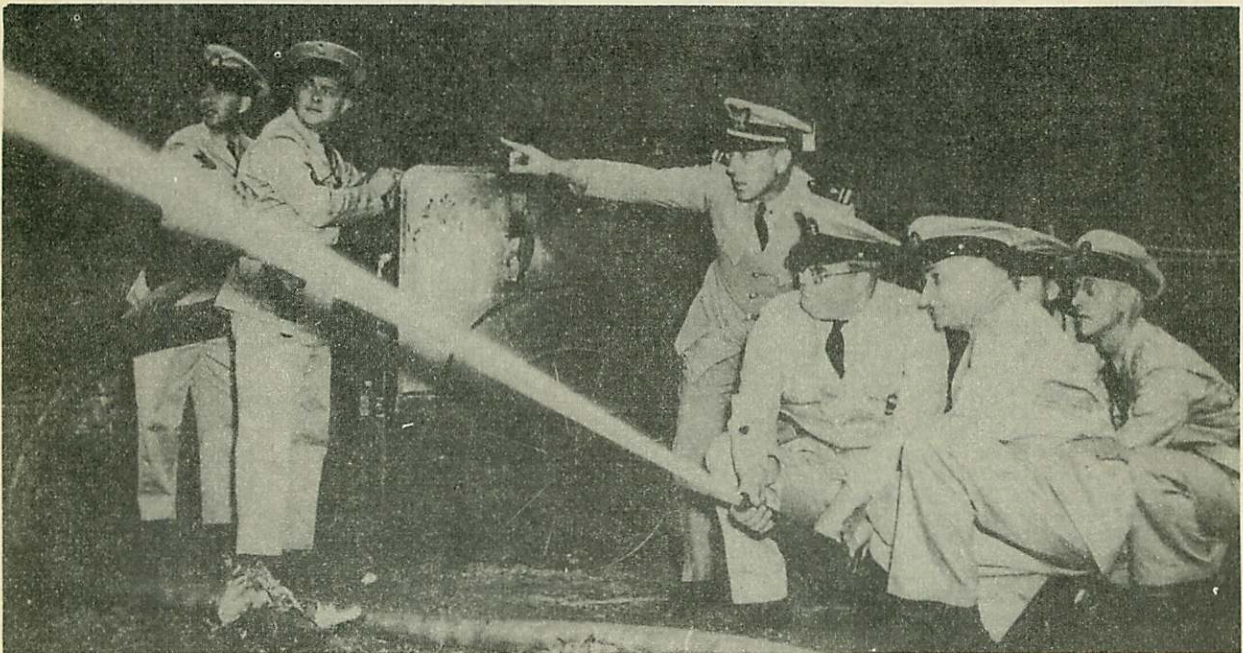
FIRST NAVAL DISTRICT Boston, Massachusetts

DEVELOPMENT OF GUARD DETAIL

In the early months of 1943, as the tempo of shipping and movement of war materials increased, and the demand for regular Coast Guardsmen at sea grew greater, a critical situation developed at Boston, Providence, and Portland with respect to pier guards. In June, 1943, a survey was made of needs for guard details. In the First District, all volunteer Temporary Reservists had been enrolled from the Auxiliary, and it was felt that by enlarging the personnel, landside patrol of harbor facilities could be adequately done on the basis of the existing organization. Recruiting was aggres-



LIBERTY SHIP AFLAME IN FIRE FIGHTING TEST AT FORT McHENRY



A VPSF FIRE DETAIL TESTS A PORTABLE FIRE PUMP AT PHILADELPHIA

sively undertaken. There were few surplus boatmen who could be drawn upon for guard duty. New men were given an indoctrination course and instruction in small arms, after which they were enrolled in the Auxiliary and Temporary Reserve, uniformed, and assigned to duty. Some boat flotillas established guard units, and some new flotillas were organized entirely for guard work. The existing Portland and Providence flotillas became primarily guard units. At first, guard detail at Boston was a joint operation, the flotillas assigning men to a pool at the Receiving Station at Boston for assignment to duty, and Temporary Reserve supervisors worked with the regular supervisors. As personnel and needs increased, a guard unit was formed by each flotilla, which assigned the men to Division supervisory personnel for duty assignments. Later, a regular guard regiment was formed with Commanding Officer, Executive Officer, and other administration and operations officers, the flotillas merely furnishing the men, but all top administration remained with the existing Auxiliary-Temporary Reserve organization. Thus, the functioning of the guard regiment was the same as with the usual VPSF unit, but without top administrative duplication. The organization of the guard unit at Boston was:

Commanding Officer
 Executive Officer
 Guard Detail Operations Officer
 Group of Commissioned Officers for Base Duty Officers
 21 Chief Specialists for Base Guard Detail Duty Chiefs
 21 Chief Specialists, Scout Car Riders
 Approximately 2,000 variously rated watch standers

This organization took complete charge of all assignments to posts. Watches were set up in the Temporary Reserve Division Office and the men sent out on the waterfront by TR supervisory personnel. Posts were designated by the regular Duty Chiefs and from then on the operation was entirely Temporary Reserve, including supervision of posts.

RAPID PROGRESS

That real progress was quickly made is evident from the fact that at Boston in the week ending 3 July, 1943, there were 188 TRs on guard duty, in the following week, 277, and in the next, 323. By early September, the figure had increased to 1,000, and by March, 1944, to 2,100 with 11 commissioned officers -- an extremely low ratio of officers. At the end of 1943, TRs were manning 100% all the waterfront and bridge watches on the 1600-2400 watch every day in the week. They were manning 70% of all waterfront 0800-1600 watches every day except Saturdays and Sundays, when the figure was 100%. The First District was the only one where Temporary Reservists were employed in supervising the loading of explosives. Explosives watches were manned 40% by them, the maximum allowed, every day from 1600-2400, and the same proportion on the other two watches Saturdays and Sundays. By October, 1944, Temporary Reservists manned all posts on piers along the Boston waterfront without the assistance of any regular Coast Guardsmen. Complete coverage also was attained at Portland and Providence, in each of which places one flotilla furnished the guard detail. In 1944, the Boston flotillas provided 147,470 watch standers, representing about 1,180,000 hours of duty. In the entire District, 305,809 watches were stood for a total of 3,113,100 hours of duty, including boat patrol. Only 6.4% of this time was for administrative work.

VOLUNTEERS FOR SPECIAL DUTIES

British transports often were at Boston for repair and overhaul. There was special need to stand watches in these vessels to detect, prevent, or control fire, to stand fire watches when welding or cutting were being done, and generally to look after the security of the vessel in order that there might be no "Normandie" incident at Boston. These watches were undertaken by Temporary Reservists as extra duty. In one typical 10-day emergency in the Fall of 1943, TRs furnished 2,795 men of whom 1,600 were guard detail men and the rest boatmen. Many fires were discovered in these vessels, but none reached more than very minor proportions.

A POSSIBLE CATASTROPHE AVERTED

On 16 January, 1945, at 3:41 there was a serious fire on board a Norwegian steamship at a pier in upper Boston Harbor. Ensign (T) George H. Falvey arrived at the scene of the fire seven minutes after the alarm was received, and took charge of operations. In removing ammunition from the burning vessel, he was assisted by seven other Temporary Reservists who had been sleeping at the Coast Guard Base awaiting their regular watch. In commending these men, the District Coast Guard Officer wrote: "Ensign Falvey demonstrated excellent judgment and ability in handling the situation, and to the Temporary Reservists assisting him, I give thanks for the extra measure of service put forth by them to prevent what otherwise might have been a catastrophe."

QUICK ACTION AT PORTLAND

At Portland, Maine, one day in January, 1944, a Temporary Reservist patrolling a pier noticed men running out of a companionway on board a vessel, suffering badly from ammonia fumes. Investigating on board, he found an ammonia line broken, and immediately called the fire department for rescue equipment. When the skipper of the vessel stepped ashore to seek aid, the fire apparatus was already there.

SPECIAL ACCOMPLISHMENTS

The record of the guard detail men in the First District is one of alertness and conscientiousness. In all areas guarded, there were the usual number of fires discovered in their incipient stages, alarms sounded, and fires controlled. Many individuals were rescued from the water. The Portland flotilla rendered special service to the short-handed Portland Fire Department at fires near the waterfront. At Providence, the guard commander, who was a police officer in civilian life, organized and trained a special 80-man "Security Squad". These men formed a large group of efficient TRs for riot tactics, crowd handling, use of bayonet, nightstick, rifle and small arms, as well as for open field maneuvers. They were equally well-trained in regular port security duties. Most duty was monotonous and unspectacular, but absence of serious occurrences, disasters and conflagrations in the waterfront areas of the District was mute testimony to the efficiency with which the men performed their duties. When emergencies did arise, the men handled the situations well, and in accordance with the best traditions of the Coast Guard.

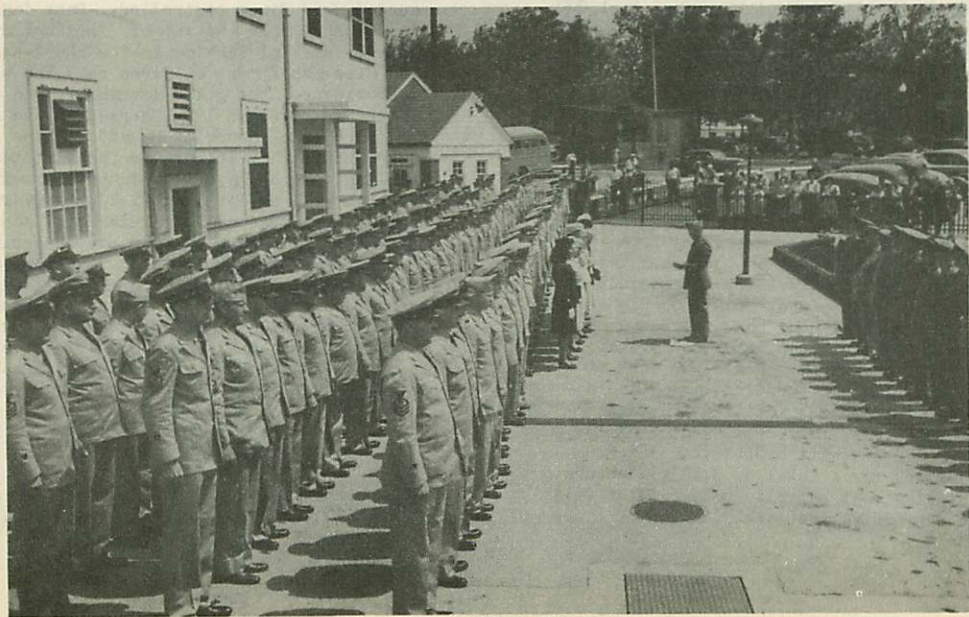
THIRD NAVAL DISTRICT
 New York, New York

GUARD DUTIES MINOR

The Third District, extending from the Comm-



ADMIRAL DONOHUE, COMMANDER SCOTT AND ADMIRAL WAESCHE
LOOK OVER THE PHILADELPHIA WATERFRONT



MUSTER OF THE WASHINGTON, D. C., VPSF

ecticut-Rhode Island line to Manasquan on the north Jersey coast, utilized some Auxiliary-Temporary Reservists in guard work, but had no Volunteer Port Security Force operating as a separate unit. However, there was no formally organized guard unit as in the First District. The Auxiliary was charged with the entire administration of the Temporary Reserve unit. Why, in a port of the importance of New York, no VPSF or corresponding Auxiliary-Temporary Reserve guard unit was effectively organized is not clear, but the Third District never made adequate use of Temporary Reservists. Of the approximately 3,875 volunteer TRs in the District, only about 250 did guard work. They were assigned from any flotilla as needed, stood watches with the regulars, and did not comprise a unit. One requirement which militated against the use of TRs was that each watch be for 24 hours. This immediately eliminated a large number of useful citizens. To all intents and purposes, the TRs in the Third District were not used for the duties ordinarily performed by the Volunteer Port Security Forces. A golden opportunity was almost completely passed over in the largest wartime shipping port in the United States.

FOURTH NAVAL DISTRICT Philadelphia, Penn.

EXPERIENCE AT PHILADELPHIA

Because the Volunteer Port Security Force of Philadelphia was the first and largest VPSF unit and others were, for the most part, patterned after it, some details have already been given. Operational experience can be taken as representative of that of most VPSF units, although others operated on a somewhat smaller scale and local problems differed. The importance of Philadelphia as a wartime shipping port may be realized from the fact that during the war it handled more than 100,000,000 tons of shipping. Yet, despite the hazardous nature of much of the cargo, the shortage of man-power to handle loading and unloading, the pressure of demands for ever-faster turn-around of ships in port, and the presence of many neutral vessels with special problems of alien seamen, foreign agents, and sabotage possibilities, the accident rate was reduced, no incidents of sabotage occurred, and no fire got out of control. The 3,000,000 man-hours which the unpaid volunteers contributed to their country stand as significant proof of their service.

GROWTH OF THE PHILADELPHIA REGIMENT

Under the leadership of Commander Harold W. Scott, the Regiment grew from a mere idea to a strength of about 3,200, with 26 platoons which became 26 companies and six Area Commands comparable to battalions. By 1 December, 1943, enrollment was 2,822 with 108 posts manned. The force finally extended its scope to full responsibility for the security of all deep-water facilities of Philadelphia on the Delaware River. The Assistant Commandant pointed out in the Spring of 1944 that the ever-increasing velocity of tonnage created a still greater need for port security, and that there could be no relaxation in the protection of waterfront facilities and vessels in port considered vital to the war effort. This was followed by a call in Philadelphia for 1,500 more volunteers to assist in additional coverage and as replacements for men lost for various reasons. The high point in watch-hours was reached in the week of 4 October, 1944, when a total of 24,538 hours was served. Top enrollment was reached on 28 March, 1945, when there were 61 Staff and 117 line officers, 308 Staff and 2,733 line men and women, making a total of 3,219.

INDOCTRINATION

Some account of training in the Fourth District

has been given, but further details are worth recording. The Training School was originally authorized by Headquarters letter of 26 October, 1942, and set up as the U. S. Coast Guard Reserve School. The Board, officers and instructors included several well-known educators. The plan of the school called for two 45-minute periods each night for six months. By the end of 1942, 11 classes had completed their courses, with 1,397 men certified. Military training was carried on with a separate staff. Lecturers were experts. The curriculum included:

Coast Guard History	Chemistry of Fire
Ranks and Ratings	Anti-sabotage
Customs	Small Arms
Military Courtesy	Self Defense
Ship Knowledge	Intelligence Test
Stowage	Waterfront Duties
Ship Cargo	Customs Inspections
Loading Dangerous Cargo	Immigration Inspection
Anti-espionage	German Sabotage Methods
Fire Prevention	Log Entries

This school had to start from scratch without precedents to guide it, and the entire program had to be developed on the spot. Civilians in all walks of life had to be taught military discipline as well as their duties in ten two-hour sessions. Training films were used to excellent advantage, as everywhere. The program became a model for VPSF training in other ports. The school operated for 28 months, and 5,963 men and women were certified as having completed the courses. Much of the success of the school may be attributed to Lt. Comdr. Laurence H. Eldredge, Professor of Law at the University of Pennsylvania, and Supervisor of Training and Superintendent of the School. Though enrolled for part time duty, he devoted almost full time to the School for more than two years.

SPECIAL CLASSES

There were 160 classes for special officer training. After enrollment of women began, the first women's class of 80 started on 19 April, 1943. Later, women were assigned to the regular classes for men. This was satisfactory except that one or two of the snappier lecturers had to make slight revisions in their texts. Many applicants worked only at night and could stand daytime watches where men were urgently needed. They could not attend these classes, so a day school was established for them. There were 7 regimental fire classes with 726 men of all ratings and ranks enrolled. These were later assigned to duties connected with special area fire details. This instruction was supplemented by two-day courses under the Navy at the Philadelphia Navy Yard, taken by nearly 200 men. Training in care and use of small arms was meticulously carried out, with actual firing experience at various fine ranges. It proved so successful that, after 30 TR women had qualified and 14 had received the Expert Medal, the Navy asked that Wave officers acting as paymasters at the Navy Yard be given the training. After two months, many qualified for the Navy Expert Pistol Medal. Men representing the Regiment acquitted themselves well in competition with the finest Service teams in the country at the International Pistol Matches at Teaneck, New Jersey, in September, 1944. The VPSF Training School at Philadelphia was abolished by the District Coast Guard Officer on 5 December, 1944, and thereafter the few recruits obtained their training on the job.

UNIFORMS

In the early days of the Regiment, the men were not uniformed, and it was the Spring of 1943 before this was done. A uniform had to be worked out, for bell-bottom trousers and jumpers did not particularly

suit middle-aged stomachs and other physical appurtenances. What became the Coast Guard Shore Patrol uniform was developed and made available to all Coast Guard enlisted personnel as well as Temporary Reservists. There was a supply problem here, and not only in Philadelphia but in other Districts, there were trying delays in obtaining uniforms in sufficient quantity.

REPORTING FOR DUTY

When a man reported for his watch he went to the Supply Room where he was issued necessary gear, including nightstick and a .38 calibre revolver with five rounds of ammunition. In foul weather he was also issued a slicker or sheepskin jacket. The petty officer in charge of his squad made sure all necessary gear had been issued. Squads then drew up near Area Headquarters where the Senior Officer Present and the Senior Petty Officer briefed the detachment. Orders of the day and any special orders were read, and the men assigned to duty. In every Area Headquarters a log was kept in which was recorded everything of importance.

THE SUPPLY COMPANY

Handling supplies for 3,200 men was no light task. The Regimental Supply Company operated from 1 January, 1943 until 30 June, 1945, 24 hours a day, 7 days a week, and was responsible for procuring and issuing all gear in connection with VPSF duties. Some members of the staff served from 20 to 50 hours a week throughout their entire enrollment. As of 30 June, 1945, the company numbered 180. Of these, 20 had served from January, 1943. Supply rooms were operated a total of more than 50,000 hours, and supply personnel man-hours totaled over 120,000. It is estimated that guns were issued and returned 188,000 times as well as about a million rounds of ammunition. Clubs were issued 170,000 times, sheepskin coats almost 100,000. At termination of the duty in June, 1945, the problem of collecting and disposing of equipment, fixtures and supplies was tremendous. Some men were recalled to wind up this work.

CHOW

For a whole year of duty on the waterfront, VPSF members subsisted on chow brought from home or supplied sporadically by Salvation Army or Red Cross canteens, or went hungry. In December, 1943, arrangements were made for the Coast Guard Commissary to provide chow to each watch at all areas. Philadelphia was not the only port where men who had "got by" for a year on a catch-ascatch-can basis became epicurean in their objection to some of the chow thus furnished, particularly certain processed meats which enjoyed colorful terminology. Area galleys soon began to spring up. Refrigerators and hot plates were secured. Finally, a panel-body delivery truck dubbed the "chow wagon" was furnished by the Coast Guard Transportation Officer. Some men presiding over Area messes were advanced in rating to Ship's Cook, Third Class.

THE PROBLEM OF TRANSPORTATION

The problem of transporting members of the Regiment to and from duty when gasoline for any purpose was almost unobtainable, confronted the Transportation Officer in late 1942. Two trucks were furnished by the Coast Guard. Ration Boards gave the fullest cooperation. Identification cards for personally owned vehicles were issued, and thousands of gasoline ration applications were processed by the Transportation Officer.

THE WOMEN'S TRANSPORTATION UNIT

Further assistance was rendered when a Women's

Transportation unit was formed on 8 June, 1943, to transport men to and from their duties, using their own cars. This Unit was commanded by a TR Spar ensign. The women received training in military procedure, fire prevention, anti-sabotage, anti-espionage, motor mechanics and small arms. They were provided with tear gas guns which, fortunately, were never used. The unit began deliveries of chow on the waterfront 14 December, 1943, a duty which presented many trying problems such as splashing soup, flu, and operations in foul weather. Three deliveries were made every 24 hours from 10 February, 1944 to 30 June 1945 in a Coast Guard truck sufficiently large to avoid returning to the Commissary during deliveries. The women also maintained messenger service between the barracks, District Headquarters and the Regimental offices several days a week.

THE FIRST WATCHES

Before the first watches could be undertaken, the Security Department inspected and surveyed areas to be guarded including piers, warehouses and buildings, and noted physical condition, construction, and provisions for safety and fire protection. Special attention was given weak spots. The first watch to go on duty took over the South Wharves, Piers 53 and 82, on 23 December, 1942. The first important job calling for action came on the second day when a breastplate broke loose upstream and floated into the ship at Pier 53 South, constituting a serious menace to navigation. The Security Officer was called in and arrangements were made for securing the breastplate. As the Regiment grew and more men became trained, additional areas were taken over, and the final new acquisition was made on 24 October, 1943, at Port Richmond.

INSPECTIONS

Every day the Security Staff Officer inspected all areas, observing security conditions, noting changes if any in types of cargo and provisions for safe handling, inspected all welding and hot work in the areas, checked loading of fuel oil, fire equipment, and such. He responded to all important calls. Military inspections became important after 11 June, 1944. Three inspection officers made a practice of dropping in on the various areas at different times, keeping a detailed record of visits, number of men inspected, and other data. Men were questioned about their duties, posts, and regulations, and notes were made of men failing to secure a satisfactory rating. This contributed to the knowledge of men on the line whose conscientious endeavor, high morale, interest in their work, and eagerness to improve, were clearly demonstrated to the inspectors. Lt. (T) John F. Gummere, historian of the Regiment, once reported: "The inspectors are happy to report that all hands questioned on line duty could tell the difference between a winch and a wench and that nobody tried to associate a Baker flag with the Salvation Army's doughnut deliveries."

BOARD OF INVESTIGATION

Although morale of the Regiment was high, there were the usual cases of AWOL or other neglect of duty to be expected in any such group. This situation prompted the District Coast Guard Officer and the Commanding Officer of the Regiment to set up early in 1944 a Board of Investigation to handle these and other disciplinary cases. This Board sat once a week for fifteen months, and heard and passed upon 240 cases. Less than 5% of those enrolled were involved in any action taken by the Board, and many who did appear were absolved of any guilt.

THE FIRE DETAIL

Practically all companies had their quota of small

fires. The VPSF encountered more than 500 fires, but not one reached serious proportions. Great attention was paid to fire details, and the excellence of these was a contributing factor to this good record. With the aid of the Fort McHenry Fire School, classes at the Philadelphia Navy Yard, and Regimental instruction, a large number of well-trained men became available. An organized fire detail was in full operation by the middle of 1944. The Captain of the Port assigned 11 pumpers and adequate foam and fog equipment, together with a command car for each area for moving pumpers and equipment. At least one fire detail man was assigned to duty near each piece of equipment, and others had roving assignments. They knew by heart all the fire-fighting equipment in their areas. Special precautions and close supervision were undertaken when "hot work" was being done on board ships, especially dead ships. This sometimes involved running hose lines from shore facilities with continuous streams, and sometimes necessitated stationing one of the pumpers alongside a dead ship.

A TYPICAL GUARD AREA

Girard Point, the second area to be taken over, (30 December, 1942) was rather typical of areas guarded by the Regiment. This was located on the left bank of the Schuylkill River near its confluence with the Delaware River. The Schuylkill is an important outlet for a part of the commerce of Philadelphia. The Point is served by the Pennsylvania Railroad which has a large freight yard nearby. There are three piers and a large grain elevator. The piers, not covered, were exposed to the weather. In the Spring of 1945 the VPSF men at their own expense constructed a barracks which proved a morale booster. By the Fall of 1944, the average number of ships at Girard Point had increased from 2 or 3 to 6 or 7. Fire watch at the grain elevator was very vital. Monotony of watches was broken now and then. One time a wild bull got loose, but available records do not indicate what, if any, constructive steps were taken by the VPSF men on duty. Discovery of a time bomb failed to scare the VPSF members but caused plenty of concern to the experts who were called in. A VPSF man on gangway watch on board a Liberty ship was attacked by a drunken and abusive mess boy who wielded a large butcher knife. Groh Schneider drew his gun and, assisted by ship's officers, the boy was subdued. Schneider, who later became a Navy lieutenant with European and Pacific duty, won a Commanding Officer's commendation. The last area taken over was Port Richmond extending 1.3 miles along the Delaware River and averaging in width about a quarter of a mile. Operated by the Reading Company, it is one of the largest freight terminals in the country. It includes a number of coal yards, a scrap iron yard, a builders supply yard, a lumber yard, and a concern manufacturing foundry supplies. There are two million bushel grain elevator and nine deepwater wharves of which the VPSF guarded seven.

INDIVIDUAL ACTIONS WORTHY OF NOTE

Although most watches were dull and monotonous with no happenings of consequence, there were times when emergencies arose and individual actions were such as to draw special mention, commendation, or citation. A few of these are commented upon briefly. Such happenings were not confined by any means to Philadelphia, for practically all VPSF units had some similar experiences. J. C. Thompson, Y3c, stopped a vicious fight between two crew members of the MANUEL CALVO without resorting to use of weapons or threats, intervening at the request of the crew. Fred Graham, CBM, noting that a carpenter working in the hold of a ship was pinned under a crate and one leg was al-

most severed, descended immediately to the scene. He applied a tourniquet to the injured man, disregarding his personal risk from overhanging cargo. His poise and presence of mind were especially commended. Carl Sterne, CBM, received a Commanding Officer's commendation for discovering an Army land mine in the hold of a Liberty ship, and for his prompt and efficient action in clearing the scene and protecting it until Army Intelligence took over. John Paulding, BMLc, received the following Commanding Officer's commendation:

"It is a pleasure to commend you for your prompt action and resourcefulness at possible risk of life or limb of yourself in leaping from Pier 82 to save the life of a seaman who fell overboard from a United Nations vessel at 1800 o'clock on 13 January, 1943. Your Commanding Officer regards this as tangible evidence of your devotion to duty which has in so many instances been demonstrated, although in no other single instance has it involved the risk of personal injury to save life."

Through an explosion in its tanks, the SS JOHN CARVER suffered serious damage and sank at her berth on 23 April, 1945. The conduct of the men on duty and of Boatswain Cassidy, the watch officer, was commended. The presence of mind of Coxswain Allen S. Cuthbert, the action taken by him in the emergency, and his refusal to abandon his post aboard the ship resulted in his receiving a citation from both the Regimental Commanding Officer and the Commandant of the Coast Guard.

OTHER MISCELLANEOUS ACTIONS On 10 August, 1943, members of the VPSF revived three firemen of the CASTILLO BELLVER who had been overcome by coal gas fumes in the engine room. On 6 October, 1943, a VPSF member overheard a statement by a vessel's crew member that the MANUEL CALVOS (Spanish) was in port, ready to sail, and that her officers had been collecting all possible information of use to Fascist Spain. Naval Intelligence took over from there. On one occasion, a dock guard extinguished a slight fire caused by sparks from a steamship stack falling on a canvas lifeboat cover. Another patrolling a ship put out a fire in a waste basket in one of the staterooms, and another discovered and took care of a burning mattress. From a pier where valuable cargo was being loaded, Boatswain Harry B. Nightingale saw a blazing drum floating with the tide toward the wooden piling substructure of the pier. Prompt action on his part prevented what might have been destruction of millions of dollars worth of war materials. On a cold, rainy night, a group of longshoremen made themselves a tent shelter of packing cases and paper, ran a mule into it and kept the engine on for warmth. The inflammable structure caught fire. But for prompt action by the volunteer Coast Guard sentries, pier, ships and cargo might have been destroyed.

PROTECTIVE OPERATIONS NEAR A LARGE FIRE

Men on duty at Pier 48 on 1 July, 1944, heard an explosion at 0215 across Delaware Avenue in the warehouse. The watch notified the Fire Department and the Duty Officer, and requested additional men from the latter. The Fire Department was promptly on the job. Several explosions, some severe, occurred as the fire increased in intensity, and sparks began falling on the piers, endangering them. Fire pumpers were made ready and stood by. Extra VPSF men arrived. Since sparks and embers were flying a half hour after the fire started, men were dispatched to the roofs of Piers 53 and 55, and water hose run to these roofs. All fire equipment was poised for use, and water was

played on portions of the roof of Pier 53. Three fireboats stood by. The steamer CASTILLO BELLVER, lying at a pier, got up steam and was soon moved with the tide to the end of the pier away from danger. After two hours the fire appeared to be receding, and a half hour later was under control. Fire in the second warehouse again broke through the roof at 0525, but danger was considered over at 0555 and the special detail secured its fire duty.

GERMAN STOWAWAYS
ARE DISCOVERED

On 11 November, 1944, while Charles M. Merbitz, BMlc, was making his rounds in a vessel at Pier 53, he discovered two stowaways. In his account of the episode, he said: "I was assigned on the B Watch to the Spanish ship CASTILLO AMPUDIA. Upon relieving A Watch, Seaman McAllister reported some cargo was hot and smoke or steam coming from them. After assigning the men to their posts, I proceeded to investigate the condition of the cargo. After speaking with one of the crew and the Captain, I found that a leaky steam pipe was the cause. I then continued to make my inspection of the ship. Going forward on the starboard side I found a deck load of bales of cork. On my way back on the port side, before making a small jump to the ladder, I noticed something was in the dunnage barrel under the ladder. About that time, one of the crew who was going for his chow happened to be following me. I got him to remove a piece of canvas, and discovered one of the men. I drew my gun, and a moment later saw the second man under a bale of cork. I blew my whistle for help. We got them without any trouble. They were well supplied with food, but were very wet and cold. The proper authorities were notified by the Senior Officer Present."

PRISONERS
INTERROGATED

Carrying the story on from there, Area Commander Higham said: "I received a telephone call about the matter from the Senior Officer Present, and logged on board the CASTILLO AMPUDIA at approximately the same time that a detail from the regular Coast Guard arrived with five men from the FBI. The two prisoners were put in separate cabins and interrogated. Guards were posted and I was advised that the younger of the two was a bad actor, and received orders to shoot him if he made any attempt to escape, which he was expected to do. The older of the two Germans talked freely; the younger refused to talk. FBI finally gave up talking to him, and I stayed in the cabin with him and the guards for the next two or three hours, carrying on a conversation principally with the guards, the subject being Germany in general, and the war, and what we thought of Germany. The prisoner finally broke, probably because he could not stand the trend of our conversation any longer. He spoke perfect English, and talked freely with us. I then called the FBI in and they talked with him at some length. He was finally taken off the ship late in the afternoon, and that is the last we ever heard of the German prisoners."

BOARDED WRONG VESSEL

It is understood that these men had escaped from a Western German prisoner-of-war camp, worked their way to Canada, obtained employment on farmlands near Winnipeg, and finally made their way east through Rouse's Point to New York City and Philadelphia. Apparently they were in communication with the underground in this country and were liberally supplied with money and food. The CASTILLO BELLVER, due to sail the very morning the Germans had arrived, had been moved to another berth, and the incoming CASTILLO AMPUDIA had taken her place. These well-informed Germans apparently had entered an open parking lot adjoining the pier, lowered themselves

to pilings, moved across the pilings to the pier apron and thence to the ship. It being low tide, it was a jump of about three feet from the apron to the vessel. Since the ship appeared fully loaded, they thought it was the one they wanted, despite the fact that cork was an import cargo.

WOMEN'S OFFICE DETAIL

As in most VPSF units, women TR Spars, after enrollment in mid-1943 were unsung heroines who contributed immensely to smooth functioning. Theirs was unspectacular work, chiefly correspondence, records, and such, but vastly important. The operations on the line were the all-important activity of the Regiment. The hard work of all the Staff was directed at one thing -- excellence of work on the line, which in Philadelphia extended for 917 days.

CITATIONS FOR
SPECIFIC ACTIONS

On 5 March, 1945, the District Coast Guard Officer convened a panel for the award of citations for specific actions. Most of those awarded were Regimental Commander's citations. On and subsequent to 20 August, 1945, after termination of duties, Commanding Officer's and District Coast Guard Officer's citations were awarded to 39 officers for superior performance of duty throughout the period of activity of the Regiment.

FIFTH NAVAL DISTRICT
Norfolk, Virginia

THE UNIT AT BALTIMORE

The Baltimore Regiment was organized on 15 March, 1943, and patterned after the Philadelphia unit. However, it took some time to become effective. During the following months and through the summer, recruiting was actively pursued, with full-page newspaper advertisements helping the endeavor. Early difficulties due to no organized transportation system, food or uniforms had to be overcome. By 1 October, 1943, 1,025 had completed indoctrination courses and were on duty patrolling the Naval Stores Warehouses, and Piers 4 and 9 at Lower Canton. During the winter of 1943-1944, the Regiment increased to 1,500 men with the usual turnover in enrollment. From 80% to 85% of the personnel were from Baltimore war plants. Reduced night work there was a factor making day watches difficult, for many shifted to day work. By the Spring of 1944 guard duty was conducted in 3 areas covering piers and ships. Women numbering 125 had joined for secretarial and clerical duties.

CHANGE IN OPERA-
TIONS AT BALTIMORE

Prior to June, 1944, all posts manned by the VPSF under the Captain of the Port were fixed. There were no roving patrols or shipboard guards. There was over-coverage in some areas, and insufficient coverage of the vessels in port which, by mid-1944, averaged 77. Despite this, VPSF and regular personnel were not used interchangeably. If regulars were short on a post there was no effort to use extra VPSF men. A new Captain of the Port assumed duties in June, and the whole method of utilizing the VPSF was altered. Assignments were made depending upon manpower needs on the various posts and in the different areas. Whenever practicable, a VPSF man was detailed to duty on board a docked ship. Piers became guarded by regular watchstanders and roving patrols, and large relief details were eliminated. About 90% of port security duties on the land side were taken over by the VPSF. Vessels were boarded, guards maintained, and regular reports, inspections and investigations were made for the safety of ships while in the harbor. Radios were checked. The VPSF provided two of the three crews for the harbor check-up boat. The unit became fully effective.

THE WASHINGTON,
D.C., VPSF UNIT

A VPSF unit was set up in Washington, D. C., in November, 1943. There had been in Washington three flotillas of Temporary Reservists enrolled from the Auxiliary. These took over various river patrols formerly done by regulars, and when need arose for a VPSF unit, or guard detail, some transferred and new recruiting was undertaken. The force finally enrolled a membership of 400. This allowed reduction of port security regulars to 98 by May, 1944. The ultimate scope of this work was manning 8 patrol stations, guarding important areas including bridges, and furnishing guards for 15 tankers. The men and women of this unit did excellent work for the security of the port, but without spectacular episodes.

SIXTH NAVAL DISTRICT
Charleston, South Carolina

SIXTH DISTRICT UNITS

The Sixth District extends from the North Carolina-South Carolina line to a point in Florida below Jacksonville, and includes the important ports of Charleston, S. C., Savannah, Ga., and Jacksonville, Fla., where VPSF units were organized. Officers from Headquarters visited this District early in 1943 to establish VPSF units in these three ports. Results were prompt at Jacksonville, but delays were considerable at the other two ports.

THE JACKSONVILLE
BATTALION ORGANIZED

The Jacksonville Battalion was organized on 14 April, 1943, and the first classes started seven weeks later. Uniforms were received in September, and 300 officers and men began guard duty on 1 October. In three weeks some posts were manned around the clock. About 22 women started clerical duties, and some later served as drivers in a transportation unit. Initially, the men covered 4 posts between 1800 and 0600. This was soon augmented to 14 at night and 8 in the daytime. These were waterfront and ship guard posts. By 1 March, 1944, enrollment had increased to 499, with customary turnover. All ships arriving at Jacksonville except ammunition ships were being guarded by the VPSF Battalion.

ACCOMPLISHMENTS
AT JACKSONVILLE

During its tour of duty the Jacksonville Battalion guarded railroad cars of explosives, inspected over 100,000 identification cards, and detected more than 100 fires which were extinguished by the VPSF or reported to the fire department with promptness which precluded damage of consequence. At one time, posts extended for 12 miles along the river and included bridges, a shipyard and an industrial plant. Later, activities were concentrated on ships and along the downtown river front. Accomplishments of the Battalion included apprehension of deserters from the armed forces and of seamen wanted by the Immigration Department, discovery and report of merchant seamen attempting to smuggle ashore stores and contraband wares, several rescues from drowning, and the subduing of recalcitrant stevedores. They rendered outstanding service when a hurricane threatened Jacksonville and its beaches in October, 1944, (see Section VII). The full effective personnel strength at peak was about 500. It is noteworthy that of the men who originally went on duty, two-thirds were still serving at termination in June, 1945, and had averaged over 1,400 hours of duty on the waterfront. The Battalion rounded out 21 months of service.

THE CHARLESTON UNIT

The second VPSF organized in the Sixth District was that at Charleston. Early in 1943, the new-

ly appointed TR Personnel Officer went to Savannah and Charleston to start organization, and the plan was endorsed. Actual organization did not begin until 25 July, 1943, when the first officers were enrolled. The early days were tough. Administrative officers were assigned one room for an office in the basement of a dwelling that had been taken over for Coast Guard offices. There was no telephone, and both typewriters were borrowed. Applicants swarmed in before the officers were familiar with the routine. Several wives of officers pitched in to help, and one, the wife of the District Intelligence Officer, became a TR Spar ensign and Senior Women's Officer for the Battalion. Over half the applicants were Navy Yard workers already deep in the war effort. Complications arose when an order was issued from the Navy Yard forbidding such workers to enroll because the VPSF was a military organization and joining was prohibited under their conditions of employment. This order finally was rescinded. Indoctrination began with 250 men in the first class, held in the gymnasium of the College of Charleston, and lasting for 14 sessions of 1½ hours each.

DUTY AT CHARLESTON

Waterfront duty began at 1600 on 1 November, 1943, when the Battalion comprised over 100 men, and one post was taken over on a 24-hour watch basis. Six posts were covered at night. Enthusiasm ran high. As additional personnel became available, other posts were taken over, and by November, 1944, enrollment had reached 490 including 39 enlisted women. Most officers served 36 hours a week in order to perform assigned duties. Finally, the entire waterfront was manned at night, and a large percentage at other times (20 to 36 posts) with duties including the guarding of waterfront facilities and ships. In mid-1944 several officers from the Battalion, together with some from the Auxiliary-Temporary Reserve of the floating units, trained to become qualified boarding officers, and relieved the Captain of the Port of the duty of boarding all merchant ships entering Charleston Harbor. Port security activity at Charleston was the last in the District to be secured in 1945.

THE SAVANNAH UNIT
GETS UNDER WAY

The last VPSF unit to be organized on the Atlantic and Gulf coasts was that at Savannah, Georgia. It might be called the "baby unit" of the VPSF. It was organized on 3 May, 1944, although discussions on its establishment had begun a year earlier. Delay in organization, however, was made up in the speed with which it progressed thereafter. Recruiting was aggressively pursued. The intensive indoctrination course was started about 16 May, 1944, and 66 men finished the first class. On 12 June, the VPSF took over 6 posts on the waterfront and on 26 June assumed nighttime responsibility for all waterfront posts and security of vessels in port, with 184 officers, men and women enrolled. However, the usual difficulty of obtaining men for day watches was encountered. Ultimate enrollment was about 600 with 427 active members. There were no special episodes connected with service of this Battalion, but the good security record of the port of Savannah testifies to the effective work done.

SEVENTH NAVAL DISTRICT
Miami, Florida

THE FLORIDA VPSF

In the Seventh District, units were organized in the Spring of 1943 at Miami, Tampa, and Port Everglades. Men serving at Fort Lauderdale came under COTP, Port Everglades. These units seemed to encounter more than their share of personnel difficulty. There was a preponderance of war industry workers among whom absenteeism averaged 20% as against only

7% for professional men, merchants and salesmen. The problem became so acute at Miami that, in May, 1944, a policy was inaugurated for purging undesirables who could not conform to their agreed duties, and vacancies were filled with the best men available.

THE MIAMI BATTALION

In August, 1943, the Miami unit consisted of 200 enrollees, and by mid-April, 1944, the peak enrollment was reached with over 300. The principal activity was sentry duty, with 12 to 15 posts covered in various watches. There was a plan to recruit from the fire department men to serve in fireboats, but available records fail to show this duty actually performed. In April, 1944, Miami ceased to be a controlled port, and port security duties ended. However, VPSF men continued for a while to cover sentry posts at bases.

VPSF AT TAMPA

The Tampa Battalion performed its first duty on 28 June, 1943, taking over a few waterfront posts. The ultimate strength was reached in May, 1944, with 571 men and women, just short of the 600 quota. At that time, the VPSF was handling 17 posts on a 24-hour basis, and performing sentry duty, ship inspection, and issuance of identification cards, but there were no ship details. In August, 1944, Tampa, Port Everglades and Key West were the only Florida ports where there still seemed to be need for Coast Guard security.

PORT EVERGLADES

Available records give no information whatever regarding the VPSF unit at Port Everglades, which also operated at Fort Lauderdale. It is presumed that this unit was small and that its duty was minor.

EIGHTH NAVAL DISTRICT New Orleans, Louisiana

PORT SECURITY IN THE GULF

The Eighth District made excellent use of Temporary Reservists in all suitable activities, and the enthusiasm and cooperation of the District Coast Guard Officer were at all times contributory to that fact. VPSF units were formed at Mobile, New Orleans, Galveston, Houston and Corpus Christi. The first of these was established at New Orleans, organization having been undertaken in June, 1943.

THE START AT NEW ORLEANS

It took some time to organize and train the New Orleans unit. On 7 November, 1943, 560 Temporary Reservists of the VPSF, including officers, were made available for waterfront duty. They were posted on various wharves and on board vessels moored there. Starting with an average of 20 men on duty constantly, the VPSF began to be an influence in the security of New Orleans. Originally, there were no men for day watches. More posts were assigned toward the end of January, 1944.

RECRUITING EFFORTS

The pressure to take over additional posts was constant, and an intensive recruiting campaign was inaugurated, wherein merchants, newspapers, and other entities contributed much money and space. New Orleans was a very difficult recruiting territory, and much more effort was required than in most Districts. The need for daytime men was very acute throughout the period of service. Much of the effort of the Regimental Commander was directed toward this problem. Cooperation of the New Orleans newspapers was probably the finest in the United States. Daytime demands caused an appeal in May, 1944,

through the press, for employers to allow men time off. Recruiting printed matter was placed in theater lobbies. The Mayor led off by issuing an order allowing city employees to serve part of their regular hours of employment without loss of pay. The May drive netted 405 recruits, which went some way toward the 1,000 needed. Finally, State employees were allowed full pay for VPSF time at New Orleans, if served in working hours. As complacency struck late in 1944, further pressure was put on for the VPSF to take over additional posts along the 11-mile waterfront, and the problem became intensified.

ASSISTANCE FROM HEADQUARTERS

Although membership had been built to about 1,200 with 14 platoons by mid-1944, there was need for 2,000. Admiral Weasbe issued a helpful statement reading in part as follows: "It is important that we keep our ports open and safe 24 hours a day, every day of the year. This the Coast Guard can do only with the help of the Volunteer Port Security Force." And Rear Admiral Chalker, Assistant Commandant, said: "We of the regular Coast Guard need every able-bodied man we can lay our hands on. Since many of them are in port security duty, we are putting it up squarely to the volunteers to make them available for combat duties at sea." He told the members of the Regiment that they were "guarding Allied supply lines just as surely as our men battling at sea on cutters, destroyer escorts and frigates. You are insuring that the products of our tremendous agricultural and industrial effort are safely passed through this port to ships ready to transport them all over the world. We who are regular members of the Coast Guard and its Reserve are glad that you have joined us in the fight and can share with us the traditions of our service and its sense of high purpose."

OPERATIONS AT NEW ORLEANS

In June, 1944, when the Regiment celebrated its first anniversary, it was guarding ships and cargoes day and night. A continuous watch was maintained on all neutral vessels. Finally, most waterfront facilities had dock entrance guards and roving guards. Some men were assigned to security duties on board merchant vessels. The women's unit was doing clerical and secretarial work, and driving trucks and jeeps conveying men to their posts. It is interesting that, at New Orleans, ten married couples served in the VPSF, wives serving with the women's unit while their husbands guarded the ships and piers. At one time, the dock area was badly littered, creating a fire hazard. A campaign was carried out with the aid of newspaper publicity to reduce these hazards in areas patrolled by the VPSF. Men of the Regiment were kept interested and fully informed through a very good Regimental monthly paper.

BATTLE VETERAN PERSONIFIES SPIRIT OF THE VPSF

Former Corporal Carlton Proctor Sturgell, age 32, went to New Orleans from Pass Christian, Mississippi, and enrolled in the VPSF Regiment. He had been a member of a tank crew in the Second Armored Division and had participated in the North African, Sicilian and Italian campaigns, but had been discharged from the Army because of wounds. He could have retired to civilian life, having fully done his part, but acts of brutality by the Germans in Sicily and Italy haunted him like a hideous nightmare. He said: "When I was discharged after having been hospitalized as a result of injuries received when a German railway gun shell exploded nearby, causing the right side of my face to be blown open, I felt I couldn't stand idly by and watch others carry on the fight. I had to continue to be part of the struggle. So I enlisted in the Port Security Force, and now

feel I am aiding in the defeat of the enemies."

THREE NOTABLE FIRES

An example of alertness on the part of a VPSF member occurred when he discovered a fire one afternoon. Seeing flames issuing from the crew's quarters on board a derrick barge at a wharf, he quickly extinguished them himself before they caused more than negligible damage. The patrol turned in an alarm for safety's sake. Fire broke out in the warehouse of the Ryan Stevedoring Company near the waterfront early one evening, and was discovered by workmen. Damage was estimated at \$11,000. A general alarm was sounded, and 30 members of the VPSF were mobilized under command of Lt.(jg) Charles Elchinger. These men had all roadways and hydrants cleared when the city engines arrived, and 4 TRs manned one hose to guard against fires set by sparks and embers. The fire was under control in a half hour. Police and firemen praised the work of the Temporary Reservists who had assisted. Eugene M. Kirchner, Slc, received commendation from the District Coast Guard Officer "for good judgment and proficiency in the performance of duty," for actions in connection with a fire on board an Allied vessel docked at New Orleans. Kirchner prevented serious injury to the ship's master, and stopped the fire from spreading.

UNASSIGNED STATUS

The New Orleans VPSF continued duty until the end of June, 1945, primarily to permit waterfront facility owners and operators time to provide protection by private guards. At that time, the DCGO stated: "Victory in Europe and shifting of the war effort to the Pacific has eliminated the need for stringent safety precautions in Atlantic and Gulf coast ports, and volunteer Temporary Reservists are being ordered to unassigned status solely because their wartime duties have been completed. Our victory over Germany automatically ended the duties for which they were enrolled."

ORGANIZATION OF THE HOUSTON REGIMENT

Volunteer Port Security Forces were organized at Houston and Galveston almost simultaneously, in September, 1943. The force at Houston began recruiting in October, 1943. After indoctrination, the first duty was performed in February, 1944. On 18 April, 1944, there were enough so that Houston VPSF was officially turned over to the DCGO, and thereafter worked directly under the Captain of the Port. Building up personnel was a slow process, and recruiting and training continued through 1944 and well into 1945. By 4 June, 1944, there were 358 men. However, these were insufficient to allow full coverage of waterfront facilities. The unit had grown to 440 active members at the time of inactivation. The usual port security duties were performed, with an occasional special assignment of handling materiel including some ammunition. In May, 1945, complacency took its toll in efficiency. Captain Marts wrote to the Commanding Officer of the Houston Regiment: "Would appreciate your strongly emphasizing to your staff that the imminent collapse of Germany is in no way to be construed as eliminating the continuing vital need of the Coast Guard for the services of the Houston VPSF for the continuation of the war against Japan. It is contemplated that even further demands will be made....." The work of this unit is not minimized by the fact that there were no outstanding events. The Houston Post summed it up well when it said: "Port accidents in time of war can be very serious. Houston's comparative lack of them is a tribute to the volunteers from all walks of life who took over the job of protecting the port. Their contribution to the war effort has been an important one, and they merit hearty thanks of the community."

THE GALVESTON UNIT

A VPSF unit at Galveston was authorized as early as 1 June, 1943, but organization started the following September. The first class completed indoctrination on 10 November, 1943, and the first patrol was performed 9 days later. Thereafter, there were VPSF members continually patrolling the waterfront, but regulars were needed for a considerable period. Recruiting was a major and difficult problem, and morale building was a constant effort. The original duty at the Galveston Wharf Company was satisfactorily carried out, 38 men having been sworn in and assigned to that area. In some ways, the unit got off to a poor start. One contributing factor was slowness in providing uniforms. After 7 months, only 10% of the unit had received uniforms, and the morale effect on the men was naturally adverse. Initially, no day men were available, and relations between the administrative officers and the men were very strained. Operation of the unit was very unsatisfactory to the Captain of the Port, and reorganization was undertaken on 4 February, 1944. Immediately the VPSF showed a new interest, and by the end of February had taken over on a 24-hour basis the guarding of three docks and the ships berthed there. The unit progressed so that in April additional posts had been assumed, and the authorized complement of 400 was almost met. Recruiting was concentrated upon men who could stand watches during the day. Posts on board ship were taken over, men standing gangway guard watches and performing roving patrols. By 3 July, the entire waterfront was taken over for two 6-hour watches each day from 1300 to 0100. During the Fall, brisk merchant ship activity at Galveston required full use of all personnel, regular, reserve, and Temporary Reserve, to protect vessels, piers, and cargoes stored therein. The Regiment continued on duty until the latter part of June, 1945.

THE REGIMENT AT MOBILE, ALABAMA

An excellent unit was organized at Mobile, Alabama's only port. Plans for a VPSF were set in motion during the summer of 1943 and the first definite move was enrollment of key officers in October. Mobile was an important port with considerable tonnage. Vessels in port at one time averaged around 52, with about half undergoing repairs. Recruiting began 1 November, 1943, and indoctrination followed immediately, so that the first actual duty was performed on 16 January, 1944. The initial assignment was at the Alabama State Docks, a fine modern ocean terminal, where four men on each watch stood 6-hour duty. Later, additional areas were taken over, and all State Docks were patrolled. Two Auxiliary-Temporary Reserve flotillas at Mobile coordinated their activities to provide well-rounded protection from both the waterside and shore. The VPSF covered an average of 20 posts after it became fully effective, performing the usual duties such as patrolling, enforcing parking restrictions in dock areas, and checking identification. The area guarded comprised about 12 miles of piers and waterfront, if measured on the water's edge, chiefly along the west bank of the Mobile River. The main problem in the guarded area was elimination of carelessness, and inspection of gasoline drums and any other fire hazards was most important. About 100 fires were discovered and controlled or extinguished in the areas guarded by the VPSF. The Temporary Reservists as well as the regulars operating under the Captain of the Port were not allowed side arms, as was also the case at Baltimore. This unit remained on duty until the end of June, 1945. A full-page open letter of appreciation was published in the "Port of Mobile News" for April, 1945, addressed to Commander Mueller, USCG, Commanding Officer of the Coast Guard Operating Base at Mobile. The letter was as follows:

"To you, as Commanding Officer of the United States



SENTRIES MADE SURE OF IDENTIFICATION OF ALL PERSONS WITHIN THEIR AREAS



GUARDING ENTRANCE TO COAST GUARD RESTRICTED AREA AT DETROIT

Coast Guard at Mobile, (and then listing other commanding officers of the local units including the VPSF and TR units afloat), and to all other officers and men of the regular Coast Guard and all other officers and men of the volunteer service: The Alabama State Docks expresses appreciation of the fine work you have done and will continue to do at Mobile in protecting the State's port facilities and all other waterfront property from danger of damage by sabotage, fire, explosives, or other controllable causes. Your service in this respect has been exceedingly assiduous and efficient. In conveying our own congratulations and gratitude we are certain that we also speak the sentiments of all other interests whose property, ashore and afloat at the Port of Mobile, has shared the benefit of your protection."

/s/ Alabama Department of State Docks and Terminals, C. E. Sauls, Director

VPSF AT CORPUS CHRISTI There was a Volunteer Port Security Force at Corpus Christi, Texas. Details of value regarding this unit are not available and, therefore, must be omitted.

NINTH NAVAL DISTRICT St. Louis -- Cleveland Districts

THE DULUTH-SUPERIOR VPSF Some guarding of piers and wharves was undertaken in the Ninth Naval District, comprising in the main the Great Lakes and Mississippi River areas. This, however, was done chiefly as an adjunct to duty of the Auxiliary-Temporary Reserves in floating units, except at Duluth, Minnesota, where there was a regular Volunteer Port Security Force. There was no organized guard detail of Auxiliary-Temporary Reservists as there was in the First District, but guards were furnished from boat details when and where special need arose. The establishment of a regular VPSF at Duluth was under way in April, 1943. Its operations and duties were the same as in other localities, and no special incidents developed during the tour of duty. The original authorized complement of this unit was 400, about 250 were enrolled, and 70 were in training when TR enrollments ceased in 1944.

OTHER GUARD OPERATIONS IN THE NINTH DISTRICT During the Spring of 1943 when VPSF units were being organized in the various Districts, or guard duty was being arranged for Auxiliary-Temporary Reservists, much attention was given the matter in the Ninth District. Great Lakes ports needed additional security measures. A conference was held at Cleveland on 12 April, 1943, between officers from Headquarters and the District, and it was decided to make full use of Temporary Reservists from the Auxiliary already enrolled or to be enrolled. Plans to relieve regular Coast Guardsmen in Great Lakes port security work were well under way by June, and several units began training in guard duties. The use of qualified TRs, however, was limited at first by a directive from the Commandant of the Naval District stating that TRs were not to be used as guards on Naval vessels under construction or conversion. In August, special permission was requested of the Naval District Commandant to use guards in that manner, and this was authorized about two weeks later. Accordingly, assignments were made at 5 shipyards.

GROWTH OF GUARD DUTY TRs were increasingly trained and used as guards. Armed guards were placed on board lake freighters. By September, the authorized complement for men on guard duty had been set at 1,250, but was later increased. The Navy Security Office at Cleveland was closed, and shipyards formerly under its

cognizance became Coast Guard responsibility. Guards were placed at additional shipyards. Many of the guard details had been under supervision of regular Coast Guard officers, and in October, 1943, TR officers took over this supervision in many places. By the end of October, Temporary Reservists in all kinds of duty in the Ninth District totaled 4,639, which was about the peak. The proportion in guard duty is unavailable. Since TR operations afloat had to be largely suspended during the winter ice season, aggressive port security training programs were undertaken during the winter months. It is estimated that, during the winter, about 3,700 TRs engaged in guard detail duties, indicating that this duty assumed large proportions. In the week ended 19 November, 1943, 94.5% of the men served their watches as scheduled, which was a very high percentage. Guards were not placed on Great Lakes vessels during the following navigation season. Guard detail ashore continued without special change throughout 1944.

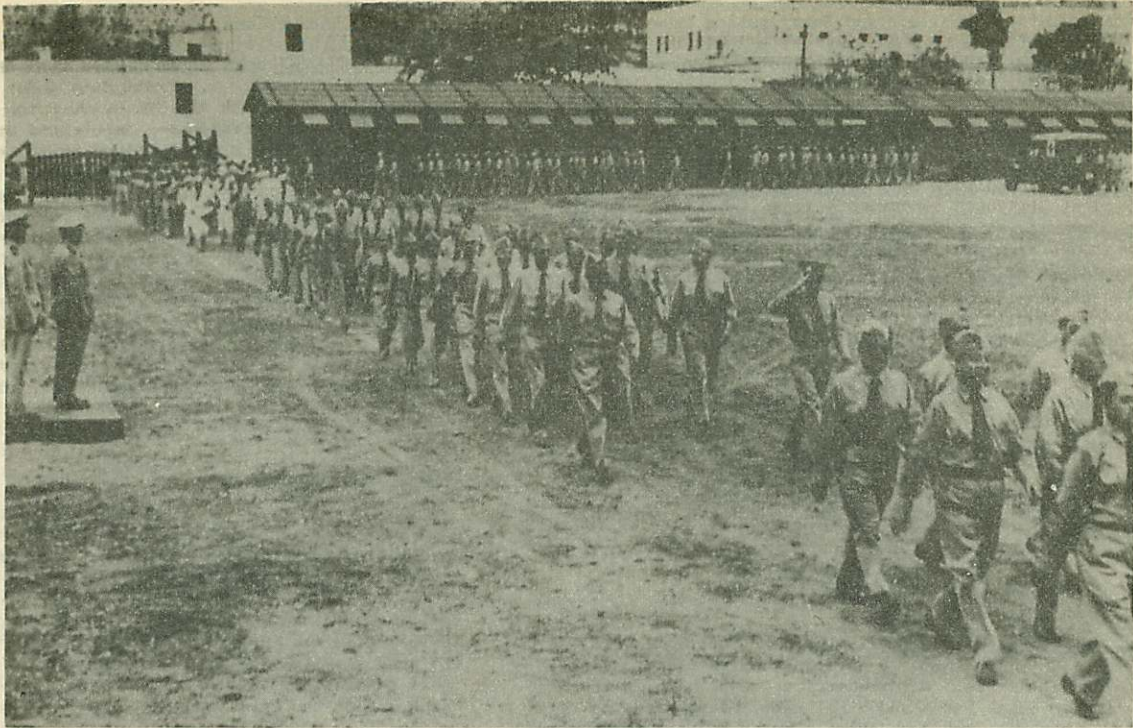
ASSISTANCE AT A FIRE IN ERIE, PA. In December, 1943, a very serious fire at Erie, Pennsylvania, completely destroyed the Baker Building. Several city firemen were killed when the north wall fell. Temporary Reservists helped materially in removing debris to get at the bodies of the firemen, and helped to recover mail in the flooded basement of the neighboring Post Office Building. Several TRs ruined their uniforms and were faced by the fact that there was no recompense beyond the limit of their clothing allowance which, under the circumstances, was inadequate.

TENTH NAVAL DISTRICT San Juan, Puerto Rico

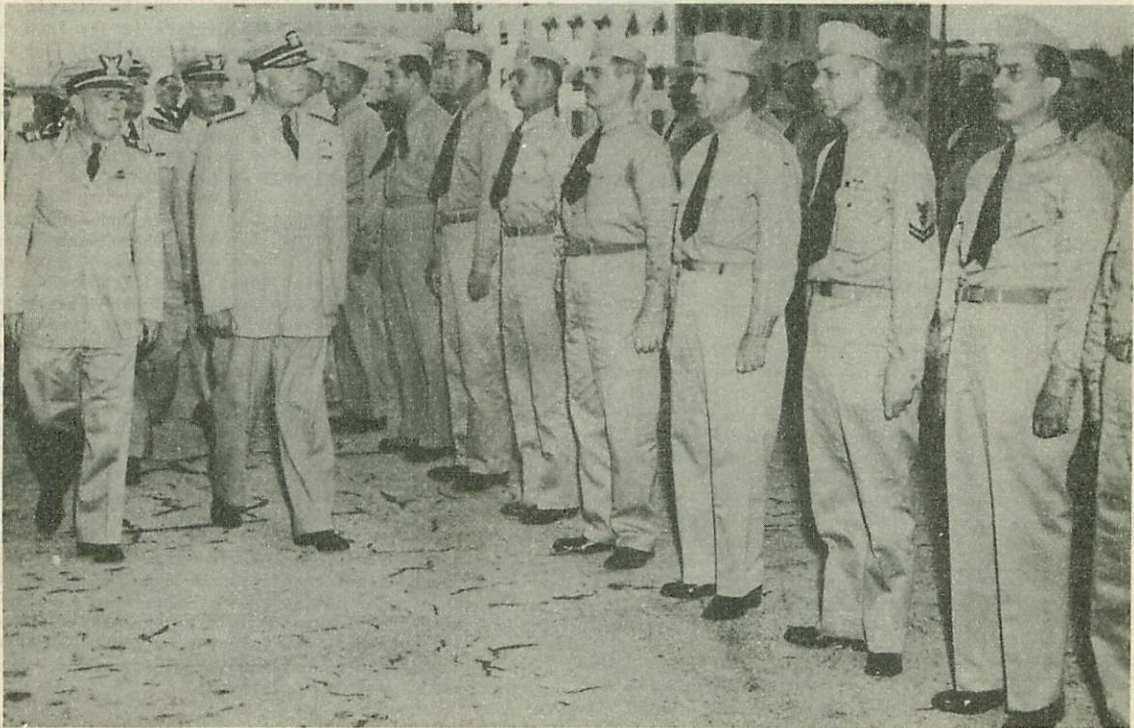
VPSF BATTALION AT SAN JUAN, PUERTO RICO The Tenth Naval District comprised Puerto Rico and the other islands of the United States in the Caribbean Sea, with headquarters at San Juan, Puerto Rico. The city is an important port, and especially in wartime security of shipping and protection against sabotage and fire was paramount. The importance of a Volunteer Port Security Force there became very apparent. As a result, a unique regiment and one of the finest of the 22 VPSF units was organized and functioned well at San Juan.

EARLY DISCUSSIONS AND ORGANIZATION In June and July, 1943, there were discussions between Captain J. S. Bayliss, District Coast Guard Officer, and Charles R. Hartzell of San Juan, as to the feasibility of a Temporary Reserve unit at San Juan, and perhaps in the island outports. The idea had merit and tentative plans were prepared. In August, Captain Marts and Lt. Comdr. Nolan visited San Juan to assist in organization. The Battalion was authorized shortly afterward, and on 15 September, 1943, Hartzell was enrolled to command the unit, with the rank of lieutenant commander. Other officer personnel were chosen and where possible native Puerto Ricans and continentals were balanced, including a Puerto Rican as Executive Officer. A letter was sent by the Captain of the Port to a selected list of 500 persons, announcing an organization meeting on 17 September, which over 400 attended. They were made acquainted with the plans, and in two days about 180 men and 18 women had been interviewed and screened, and attended the first training class. This, in itself, was a notable achievement.

SPECIAL PERSONNEL PROBLEMS Certain personnel problems dissimilar to those of other Districts had to be solved. In this community of about 200,000



SAN JUAN VPSF MEN, NEWLY ENROLLED, PASS IN REVIEW



ADMIRAL GIFFEN (COMMANDER HARTZELL AT HIS RIGHT)
INSPECTS VPSF AT HEADQUARTERS, SAN JUAN, ON
19 JUNE, 1944

there were relatively few men with the necessary education and bi-lingual ability to qualify for duty. There was no "leisure class", with a resulting scarcity of men for day duty. It was necessary carefully to control enrollment, adding difficulty to recruiting publicity. These problems were intensified in outposts, and actually no outpost units were formed. Puerto Rican women were chiefly home bodies and found it difficult to assume outside interests; furthermore, tough waterfront conditions made it inadvisable to use women there. As for transportation, there were few cars, and the fuel shortage contributed to this problem.

QUARTERS

The unit received good cooperation. The Bull Insular Steamship lines offered without charge two-thirds of the upper deck of its pier in the San Juan terminal area for headquarters, but the space was leased by the Coast Guard under regulations, at \$1 a year. Necessary installations, including telephones, were completed within two days. The VPSF staff personally donated owned office equipment to outfit the headquarters.

TRAINING

Training was aggressively undertaken. The auditorium of the School of Tropical Medicine, an affiliate of Columbia University, afforded lecture and class-room quarters and motion picture equipment. The Philadelphia formular was used, with changes dictated by local conditions. There was full cooperation from the regular Coast Guard, District Naval Officers, Navy film library, terminal superintendents and steamship officials. Every lecture requiring detailed study was mimeographed and distributed. Service discipline was maintained, and procedures obeyed by all trainees. Training in infantry drill and small arms was supplemental. The first intensive class lasted for two weeks, and first enrollments were completed on 29 October, 1943. Men were then uniformed and assigned to duty as seamen, first class.

RECRUITING

This was only a beginning. To build the force to the desired complement, recruiting continued for a considerable period. Local newspaper publicity radio broadcasts and addresses at various gatherings were used effectively. Recruiting was done with increasing difficulty because, of the small reservoir of suitable bi-lingual material the best men had been enrolled, and because the duty was not easy and required real stamina. Yet, pressure for new men continued as regulars went to sea. Government officials and larger firms cooperated well. Class followed class, and by 12 February, 1944, when the fourth class went on duty, the situation was eased somewhat, and the regiment had grown to 431 men actually on duty. Women to carry on clerical and other activities were needed, and 17 women enrolled for this duty, followed later by others.

THE UNIFORM PROBLEM

Distance from the mainland occasioned delays in getting the men uniformed and equipped. There was some use of Army clothing. The Battalion decided to evolve its own uniform which varied from the regular prescribed issue, and this uniform was used throughout the period of duty. Army overseas caps with the Coast Guard device were used except on watch, when the uniform headgear was the standard khaki fibre helmet liner with Coast Guard device. No regular coats were ever received, and Army raincoats were used on the cooler winter nights. Women worked in civilian clothing until blues were received in June, 1944. Later, they used seersucker. The coat of black ties was shouldered personally by the unit officers.

FIRST DUTY AND GROWTH OF BATTALION

The first section of the Battalion went on waterfront duty under the Captain of the Port with the 1800-2400 watch on 4 November, 1943. This watch was maintained every night, manning 22 posts until joined by the second class. By the end of the year there were 13 officers, 396 men and 17 women, and the second night watch, from 0000-0600, covering 24 posts and 14 roving patrols had been established. Thus, the entire night duty was assumed. These earlier days, when men were short, was a great strain on all; many volunteered for and stood one or two extra watches each week until more became available, to afford the proper coverage. By 12 February, 1944, the VPSF had taken over about 50% of all Coast Guard waterfront posts. There was the usual trouble with disenrollments, and by April, recruiting did not keep pace. However, the sixth class of 70 men and 2 women in July, 1944, brought the battalion to its final enrollment status, with about 455 men.

PROBLEMS ON DUTY

The toughest watch, and the hardest to provide for, was that from 0000 to 0600, and reassignments had to be undertaken to accommodate about 60 men who simply could not maintain that watch and their daily civilian duties. Many were over middle-age; three seamen had served in the Spanish-American War. One special value of a bi-lingual security force was in solving a problem of language, when regular Coast Guardsmen knew no Spanish, and Puerto Rican stevedores knew no English, resulting in misunderstandings. The bi-lingual men were valuable. Volunteers from Insular Government offices could not report immediately for their civilian tasks and, without complaint, accepted the "docked" pay until this was corrected in June, 1944. Generally, duty was performed under easier conditions than in the larger cities of the United States, due to better conditions of climate, pier size, nature of traffic, and distances from home.

THE STAFF

To back up duty on the line, there was an efficient staff. There were 19 TR Spars under direction of Chief Yeoman (later Ensign) Florence Cohen, Senior Woman Volunteer, who served faithfully at headquarters. Their quarters, under a galvanized iron roof, were warm and noisy with ships loading alongside. The safe for confidential papers and such was of pre-Spanish-American vintage and responded to its alleged combination only occasionally. Office equipment was poor, but the girls served loyally and cheerfully despite these handicaps. Six women were eventually rated yeomen. Men serving as yeomen and storekeepers were usually those who could not "take" dock guard duty. One thoroughly efficient Section Yeomen, a Puerto Rican, was so anxious to serve that a special waiver was obtained for him, since he had lost one leg, and he mustered on crutches with his section. He was never absent from duty. A ship's service store and galley were operated at VPSF headquarters very successfully. The store profits were turned over to the regular Coast Guard Welfare Fund. Ensign Cohen, who received her highly merited commission after about a year of duty, was very instrumental in building and maintaining morale among the women volunteers. Between 3 November, 1943 and 30 October, 1945, she served 3,386 hours, representing a great deal of full time, which was a record not approached by anyone else in the Battalion.

THE PLATOONS AND THEIR EQUIPMENT

After the men had proved themselves, they were rated appropriately. Each of 8 sections or platoons of 50-odd men was commanded by an ensign, and included a Chief Boatswain's Mate capable of command, a BM1c and a BM2c, four to six

coxswains, a yeoman 2c, and a storekeeper 3c. Boat-swain's mates maintained jeep or foot roving patrols, and coxswains were allotted to pier sections. Equipment consisted of nightsticks, .38 revolvers and a few Reising sub-machine guns. At piers where disorders were frequent, Springfield rifles were issued with bayonets. No practical use of any of this equipment was ever made -- an admirable record, since the men were in constant contact, sometimes during periods of labor unrest, with stevedoring and shipping personnel who were emotional and excitable.

PERSONNEL MATTERS

Commander Hartzell made this statement: "There were not many in the San Juan Force....but I do not believe the Coast Guard ever mustered a Unit which tried harder to measure up to the highest traditions of the Service." There was mutual respect and comradeship between the continental and Puerto Rican Americans born of hard work together where only one criterion existed -- satisfactory performance of duty. Enrollment was about 82% Puerto Rican, and the Battalion was a true cross-section of San Juan's best citizenship. Many had heavy civilian responsibilities. Officer personnel included Lieutenant J. R. Beverley, an ex-Governor of Puerto Rico. The oldest veteran, who had a perfect VPSF record, was Noah Shepard who was with the Army of Occupation at Puerto Rico in the Spanish-American War, a Captain in the Quartermasters Corps in World War I, and a seaman first class, in the TRs in World War II. Pedro Rivera served in the Battalion with three of his sons; two others were overseas in the Army, and two daughters were married to Army men. The Patrol Officer discovered that one man, seaman first class E. B. Williamson, had been standing watch from 1800 to 0600 two or three nights a week, serving with any section on duty because, he claimed, he had insomnia and found sentry duty more restful than lying awake in bed. An order was required to have this practice discontinued, but he won a special DCGO citation which read, in part: "You have contributed a far greater measure of devotion to duty than any other man in the Battalion, in the serving of 1,358 hours on watch when all regular watches assigned to you would have been fully completed by the service of 571 hours. This outstanding instance of loyal and faithful devotion to duty in the highest Coast Guard tradition could not have been other than an inspiration to all members of the Battalion in the building and maintenance of morale....."

DISCIPLINE

Strict discipline was maintained within the Battalion. As in all Districts, there had to be occasional appeals to patriotism and loyalty, measures to keep up morale, and occasional disciplinary measures. Absenteeism was normal. Medical certificates were required in cases of illness. Section petty officers would call at the man's home in a spare jeep to offer condolences, and when the volunteer was not found in bed but perhaps at a motion picture, this call by uniformed personnel with elaborate inquiries from family and neighbors usually brought about immediate convalescence, and return to duty. In one stubborn case, the Section Boatswain's Mate called with flowers, and the patient recovered for his next watch, plus two additional make-up watches. Such cases were very infrequent, as against the many, many cases of exceptional devotion to duty and conscientiousness to a fault.

THE SCOPE OF DUTY PERFORMED

Probably nowhere else where Temporary Reserves operated could there have been such an interesting miscellaneous mixture of ship stevedoring and terminal personnel of various nationalities and languages. Besides the usual pier

watches and sentry duty, the San Juan VPSF provided ship guards and shipboard inspections when irregular or potentially dangerous situations on board made it advisable. Some members, familiar with seamanship, served for some time in the Coast Guard picket boats engaged in harbor patrol at San Juan. They were not used in fireboats, but often handled hose lines and cleared work areas when fireboats were operating. Experiences ranged between waking up watchmen on piers and discovering the body of a dead man in the hold of a merchant ship; from stopping fights among stevedores and among crewmen to confiscating cameras and films, arrests for petty thievery, and removing dangerous cargoes from piers. Most nights were uneventful, but the following summary shows there was plenty of action at times, during the period of service.

- (a) Fires discovered and extinguished or fought (either alone or in conjunction with other military or civilian services):.....27
- (b) Lives saved or first aid given to cases that might have cost a life (including stopping knife-fights and other serious fights..45
- (c) Thefts prevented or successfully investigated, omitting cases of petty thievery.....22
- (d) Persons caught photographing waterfront or engaged in suspicious activities.....6

All but two of the fires were discovered and controlled in their incipient stages, and but for quick discovery could have had serious consequences. All fire-fighting equipment in guarded areas was checked twice nightly, and all men working on piers forced to obey regulations. Cargo was also checked each night and much dangerous cargo was moved to safer places. This checking was most important, for much of the equipment on piers was old and defective, and civilian watchmen were untrained. The municipal fire department's inefficiency was aggravated by constant danger from lack of water pressure or no water at all in the mains.

MOST SERIOUS FIRE

On 13 July, 1944, at 0200, Ensign Mercado and BM1c Carrion met a policeman at the Pier 3 Gate who had noticed smoke issuing from Tony & Al's Grill Room, located across the marginal street from important Piers 2 and 3. Investigation confirmed this. The Insular Fire Department and the Coast Guard were immediately notified, and the grill door broken down. The smoke inside was dense, and flames were coming through the east wall. The area was critical, with a warehouse next door storing tar roofing paper and paints, and the waterfront section included cafes and night clubs. Insular fire pump engines arrived and hose lines were laid, but there was no water in the hydrants. The pumpers went to the piers, but it was some time before sea water was actually pumped. Flames spread throughout the entire building. The VPSF Duty Officer and the petty officers arranged for a water screen in front of the burning areas directly facing the piers, and at no time were the latter menaced by flames. Coast Guard, Navy and Army pumpers and fireboats arrived and finally completely smothered the fire. There were no casualties except for a civilian who received an electric shock from a falling live wire. All available TRs helped with the hose lines and kept civilians away from the fire area. They became thoroughly soaked. All remained on duty until 0500 when Insular policemen took over patrol of the section. Without the assistance of the Coast Guard, Navy and Army personnel, damage would have been far greater, despite the fact that the fire had burned out half a block. The Temporary Reserve unit assisting at this fire received commendation from the Captain of the Port of San Juan.

OTHER FIRE INCIDENTS

About one month before the above incident, SLC Labrador reported seeing smoke arising from a stack of thousands of bags of spoiled potatoes on the outboard apron of Pier 9. Ensign Mercado and Patrol Officer Swiggett arrived in response to his call. Upon removal of the top bags heat was found so intense that the hand could not be held near the bags. Since stevedores working steamships alongside the pier were changing gangs their help was unavailable. The Base sent a fireboat and a special VPSF detail. Hose lines were connected and the detail cooled the bags until the next stevedore gang arrived and could spread the bags over the apron. On 14 January, 1944, at 0230, Coxswain Torruella, on duty at Pier 8, discovered that the 440-volt line furnishing power for a crane was arcing, endangering the cross tie with fire. Torruella called for the crane operator to descend and cut off the power, but since the latter acted too slowly, the TR broke the lock of the switch house and pulled the switch. The crane was kept inactive until repairs could be made the next day. In May, 1944, a burning mattress was thrown from the SS SWIFT ARROW at Pier 8. This endangered nearby piers, and the patrol boat in the area recovered the article and extinguished the fire. Upon being notified, the master of the ship refused to investigate. A sentry to enforce a no-smoking edict was posted on the after deck where many of the crew, some under the influence of liquor, were sleeping. The individual who disposed of the mattress could not be identified.

FIRST REDUCTION IN SECURITY PATROL

Progress of the war allowed some modification of VPSF duties, and on 16 August, 1944, Headquarters ordered a reduction in security, patrol and gangway watches. Thereafter, the VPSF undertook all roving and inspection posts (there were six of the latter), plus two harbor patrol boat posts and all special night assignments such as gangway, mail, welding, fueling and other details 7 nights a week from 1800 to 0600. This required only 45% of the VPSF personnel; 10% of the balance were disenrolled as unneeded, and the rest went on unassigned status, as of 21 August.

THE UNIT IS SECURED

On 10 December, 1944, the VPSF assumed all existing security patrols, and gangway, fueling and mail watches on a 24-hour basis with constant foot and jeep patrol 0700-1900, and double detail 1900 to 0700. This was short-lived, however. The rapidly improving Atlantic situation warranted discontinuance of security measures at San Juan. It was thoughtfully ordered by Headquarters that duty should be ended as of 2400 on 23 December, 1944, to permit all hands to be with their families on Christmas. All but a few for wind-up work were placed in unassigned status on 24 December. Some men found this hard to take. One elder Puerto Rican seaman who was a Government official, wrote a four-page letter stating categorically that he had signed on to protect the city for the duration, and intended to do so even if all the rest quit. Just how this was followed up is not on record.

MUSTERS, REVIEWS, AND INSPECTIONS

The San Juan unit had various formal musters, inspections and reviews. The District Coast Guard Officer, Captain J. S. Bayliss, and the Captain of the Port usually attended, and on several occasions, Vice Admiral R. C. Giffen, Commandant of the Tenth Naval District and Commander Caribbean Sea Frontier, was a guest of honor. The Admiral was interested in meeting all hands, and his interest and cooperation were deeply appreciated. The regulars, who were usually the hosts, furnished music, served refreshments, and cooperated in the entertain-

ment. The regulars considered the VPSF as shipmates and Coast Guardsmen, a powerful factor in morale. At a special ceremony and field day on 2 September, 1944, which was followed by sports, music, dancing, boxing, and motion pictures, the Commanding General of the Antilles Department was a guest of the DCGO. The Security Shield of Honor and Citation of the Commandant were presented the Battalion at a muster on 22 February, 1945.

APPRECIATIONS AND CITATIONS

Upon termination of duty on 23 December, 1944, the District Coast Guard Officer wrote: "Although it is superfluous for me to extol the patriotic deeds of the members of this force, I must in all sincerity again express the admiration and gratitude, not only of myself, but of the officers and men of the regular Coast Guard, for a job WELL DONE. A Merry Christmas and a Happy New Year to you all." DCGO citations were issued to 34 members at the time of disenrollment "For outstandingly meritorious service; for valuable contributions to the building and maintenance of morale and for extraordinarily faithful, unselfish and patriotic devotion to duty." Lieutenant J. R. Beverley, Ensign Florence Cohen, and Commander C. R. Hartzell received Commandant's Commendation letters. The "voluntarios" and "Guardacostas" truly deserved their "well done".

ELEVENTH NAVAL DISTRICT
Los Angeles, California

FIRST VPSF ON THE PACIFIC COAST

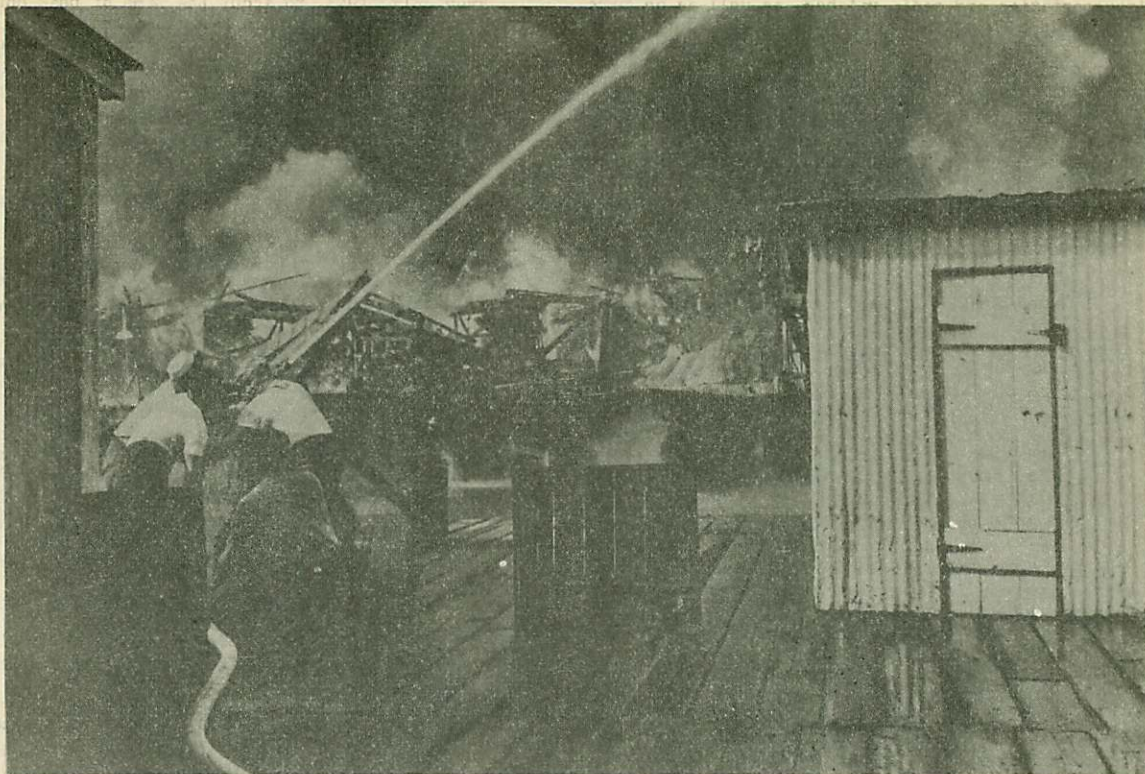
In the Eleventh Naval District (Long Beach), there was a VPSF regiment which differed from most others in that while it was a separate and distinct VPSF unit, with its own complete organization, it was, nevertheless, composed of men enrolled from the Auxiliary. There were, in fact, two regiments, one at San Diego and the other at Los Angeles-Long Beach, each operating under its respective Captain of the Port. The Auxiliary was the parent organization of units afloat and the VPSF, and finally all were in the latter. Until then, they were two parallel organizations. The Commodore of Auxiliary, Commander Donald W. Douglas, president of Douglas Aircraft, was the commanding officer of the Regiment, and so on down the line, with flotilla commanders being platoon leaders.

THE LOS ANGELES - LONG BEACH REGIMENT

The first unit established in the Eleventh District was that in the Los Angeles - Long Beach area. First steps were taken in October, 1943. Using the Auxiliary-Temporary Reservists as a nucleus, 1,650 men were almost immediately enrolled for duty in the VPSF, and on the nights of 18 and 21 October, the first four indoctrination classes were held. A month later three classes for women applicants were concluded, with about 125 graduating. Final active enrollment was about 2,400, including about 175 women.

LOS ANGELES OPERATIONS

Headquarters was established in a large office building and the Auxiliary, VPSF and Temporary Reserve were aided by enlisted men of the regular service. The Temporary Reservists used many of the regular facilities such as clothing lockers, transportation, small arms and training. Training programs were the same as in other Districts, except that fire specialists attended the Coast Guard Fire School at Alameda, California, instead of that at Fort McHenry. There was also a school at the Operating Base at Wilmington, California, near Los Angeles. Duties were varied and important. Temporary Reservists served at all bases in the area as commercial fishing boat inspectors, fire watchers, guards and



COAST GUARD FIRE FIGHTERS PLAY HIGH PRESSURE STREAMS FROM LAND PUMPS
DURING HEIGHT OF THE FIRE WHICH SWEEP THE UNITED FRUIT PIER IN CHARLESTON, S. C., ON 6 OCTOBER, 1944



COAST GUARD FIREBOAT BATTLING A WATERFRONT BLAZE ON THE WEST COAST

sentries at docks and piers, in the ID office, and on transportation and radio watches, as well as on duty in vessels at piers. Many did collateral duty in recruiting and clerical work. Unfortunately, available records give no details about operations other than the above.

THE UNIT AT SAN DIEGO

The unit at San Diego was started at about the same time as that at Los Angeles. Recruiting began in November, 1943, but this unit was slower in beginning operations. About 450 applications were received for the first group of men and women, and indoctrination classes began 1 December, 1943. Although this was a VPSF unit, training included small boat handling, signaling as well as small arms, and the usual VPSF subjects. The first duty was performed on 23 June, 1944, whereas the Los Angeles VPSF began in April of that year. San Diego was a critical labor area, and it was exceedingly difficult to get men for day watches. Early duty was largely confined to Base guard detail and manning the boarding dock. At both San Diego and Los Angeles, Temporary Reserve personnel were intermingled with the regulars and there was no distinction, men serving in boats and on guard duty together. This resulted in no difficulty. Details regarding San Diego operations are lacking in available records.

TWELFTH NAVAL DISTRICT San Francisco, California

SAN FRANCISCO AND OAKLAND

The Twelfth District, like the Eleventh, had two distinct Volunteer Port Security Forces which followed the Philadelphia Plan, one at San Francisco and the other at Oakland. Both grew to substantial proportions. They almost paralleled each other in their progress.

RECRUITING FOR THE SAN FRANCISCO REGIMENT

The San Francisco Regiment was organized on 17 July, 1943, a month after a visit by officers from Headquarters and the Fourth District. Recruiting was aggressively followed, not only at the start but throughout the period of duty. Advertising for men assumed large proportions, and many full-page displays and posters were excellently done. The "East-West Annual All-Star Football Game" program carried a double-page feature. Large spaces were donated in San Francisco papers by various sponsors. One half-page ad appealed to the wives; it was headed, "Lady, Can You Spare a Husband?" The Shopping News carried ads, and posters were displayed at prominent places. During the height of the drive, each of eight radio stations in San Francisco made at least one spot announcement every day; there were interviews with members of the Regiment. One night program was dedicated to the VPSF and there were OWI releases to major stations.

DUTY AT SAN FRANCISCO

After the first recruiting effort brought results, the usual indoctrination classes were held, and actual duty was first performed, on 16 January, 1944. Early duty consisted almost entirely of security work on board vessels, with about 1,050 men enrolled, and 103 women helping in various ways. As San Francisco grew in importance as a port of embarkation and became number one Pacific port in that respect, the VPSF Regiment grew. During the first half of April, 1944, 267 vessels arrived there, and 295 departed; in the second half, 375 departed. There was continual pressure for new men, and the ever-present problem of day men was very troublesome. Despite assurances, men seemed hard to convince that they could not be transferred

away or forced to do more than 12 hours of duty a week. From July, 1943, to about the time of peak enrollment, total applicants at San Francisco interviewed and processed numbered 3,945, and those actually enrolled and on duty were 2,074, 81 of whom were officers; there had been 553 disenrollments for the following reasons, (similar to most Districts):

Ill Health	99
Pressure of Business	151
Joined Armed Forces, other	51
Changed to Oakland Regiment	10
Convenience of Government	52
Deaths	4
Leaving the Bay Area	103
Own Request	8

In addition to the usual security work on the San Francisco waterfront, the VPSF took over an important (unspecified) installation down the peninsular completely relieving the Coast Guard detail that had formerly guarded it.

OTHER ACTIVITIES

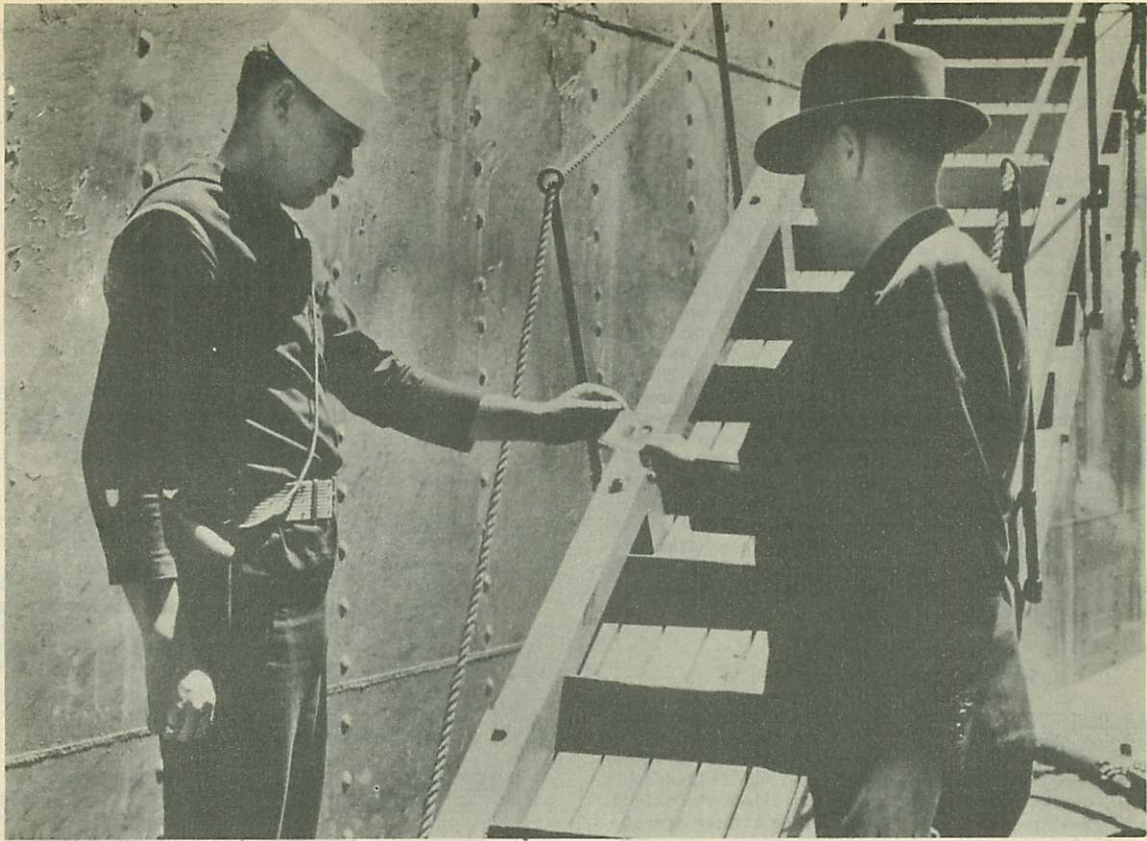
TR Spars organized a motor corps with 67 drivers, headed by 12 who were responsible for the smooth functioning of the transportation division. The Regiment organized its own band which was used to good advantage at several gatherings and at reviews and parades. The VPSF did not confine its endeavors to guard duty; permanent possession of the Commodore's Plaque was won by this unit with bond sales totaling over \$5,042,000, or \$408.14 per man during the drive from 1 July to 9 December, 1944.

AN EXAMPLE OF DEVOTION TO DUTY

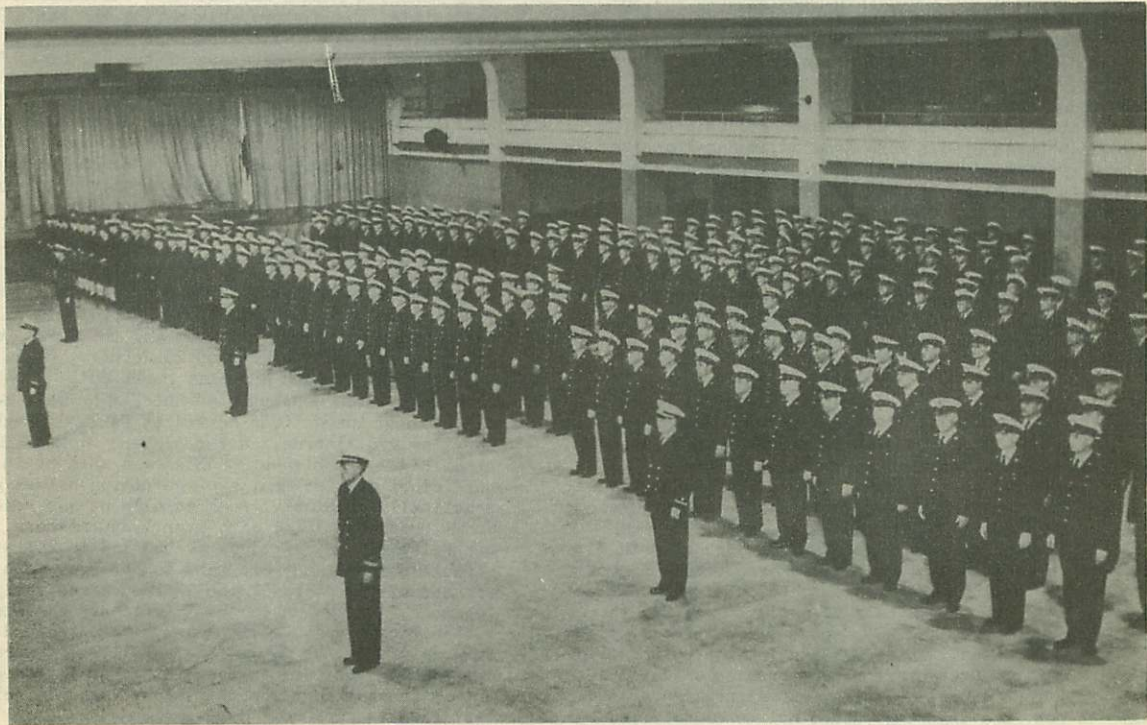
The San Francisco Regiment had its examples of unusual devotion to duty and cases of tragedy. Although Seaman first class Barney Feldman worked for a company engaged 100% in war work, he wanted to do all he could, so joined the VPSF Regiment. On one of his first watches, while waiting for an ambulance, he administered first aid to a merchant seaman who had been stricken with appendicitis, thereby probably saving the man's life. Feldman, afflicted with a stomach disorder, always stood his watches regardless of how ill he might feel. He protested so strongly when attempts were made to relieve him and send him back to "the bulkhead" that he was usually allowed to stay on duty. One night, while standing watch, he collapsed and was sent to "the bulkhead", applied for leave of absence, and was sent to the hospital. He died shortly after undergoing an operation.

THE OAKLAND REGIMENT

Organization and growth of the Oakland Regiment almost paralleled that of the San Francisco unit. Organization was begun in July, 1943, the usual indoctrination courses followed, and the first Oakland group assumed active duty on 23 January, 1944. First operations were dock and ship guard duty. Eventually, this unit which concentrated chiefly on ship security watches and inspections served at Oakland, Richmond, Berkeley and Alameda, on the eastern side of San Francisco Bay. Its biggest problem was that of obtaining sufficient daytime men, and recruiting drives were practically constant. Peak enrollment was reached about December, 1944, with over 1,250 members. Absenteeism ran fairly high, around 15% to 20% -- but effective penalties were hard to enforce. One case of rescue by members of the VPSF occurred early in December, 1944, when two petty officers assisted by a seaman from the Australian bark PAMIR, rescued a man from waters of the Oakland estuary. There were no outstanding episodes in the history of this Regiment, but as in most port security work, lack of incidents testified to work well done.



A COAST GUARDSMAN AT A WEST COAST PORT REQUIRES A STRANGER
TO IDENTIFY HIMSELF BEFORE PERMITTING HIM TO BOARD SHIP



MUSTER OF THE LONG BEACH-LOS ANGELES REGIMENT, VPSE, 20 APRIL, 1944

THIRTEENTH NAVAL DISTRICT
Seattle, Washington

VPSF ORGANIZED

In the earlier days, all Temporary Reservists in the Thirteenth District had been enrolled from the Auxiliary. The principal activity had been harbor patrol, although several hundred had performed guard detail duties at city piers, and had so served for about a year and a half when Lt. Comdr. Wheaton J. Lane and Captain Marts together with Captain Jones arrived to investigate the possibility of establishing VPSF units in the Thirteenth District. It was not until the Spring of 1944 that a force was organized at Seattle "according to the national pattern" and became an official Volunteer Port Security Force. It was planned to incorporate the two forces already in operation, at Seattle and Portland. TRs continued duty afloat and ashore in smaller ports. There were the usual meetings of leading citizens, and choices of men for key jobs.

INAUGURATION OF
THE SEATTLE VPSF

Command of the Seattle VPSF was assumed on 1 May, 1944, with a nucleus of 300 TRs from the Auxiliary who had done COTP duty since June, 1943, as waterfront guards for six hours one night a week, guarding ships and piers. Efforts to enroll civilians in the VPSF were successful. One unique requirement for enrollment, with few exceptions, was at least five years' residence in Seattle. About the first of June, 1944, 33 commissioned officers were assigned to or enrolled in the VPSF, total personnel were 392, and 157 unenrolled men were in training. By August, 1944, all night security watches had been taken over by the Regiment, and on 7 February, 1945, all other watches were covered. Almost unique was the fact that, in Seattle, there was no difficulty in manning day patrols. In December, 1944, at about the peak, there were 1,820 men and women in the Seattle VPSF.

FIRE TRAINING

As in most major ports, TRs were carefully trained in fire prevention and fire-fighting. Many men were sent to the Coast Guard's Alameda Fire School, and returned to train those who could not attend. In February, 1944, a course was given with cooperation of the Captain of the Port wherein, among other things, a gravel pit, partially filled with water, was used for practical training. About 100 gallons of heavy fuel oil were pumped into it and ignited with a mixture of kerosene and gasoline. Teams of three men extinguished the flames by the water fog spray technique. This training was very valuable, for Seattle had many fires.

TYPES OF DUTY
PERFORMED

The Seattle VPSF, when finally effective, engaged in 24 different types of duty, including roving and ship guards (not loading), drivers, sentries, messengers, master-at-arms, fire inspection, ship inspectors, radio dispatchers, communications, radio maintenance and repair, base maintenance and repair, pharmacists mates, traffic control, and junior officers of the deck. There was service on fire barges. One Temporary Reservist, a Russian by birth, occasionally acted as interpreter. Later, there was much need for Russian interpreters, and Russian speech classes were held every other Monday night. TRs manned certain posts at the Coast Guard Dispatcher's Office which was the heart of the waterfront alarm and communications system. As in most ports, roving patrols on the shore side kept their vigil against the carelessly thrown cigarette, and watched for all ship movements, loitering characters, smokers, and oil and fire hazards. Just before the VPSF became fully effective and organized,

Seattle had a \$50,000 pier fire caused probably by careless smoking. It has been said that Seattle had the lowest fire loss record of any major port in the United States. After the VPSF was functioning fully, the Chief of the Seattle Fire Department said that, although dock and port facilities had been handling peak loads, the number of fires and alarms in waterfront areas had been substantially reduced.

THE SEATTLE
HEADQUARTERS

The VPSF headquarters at Seattle had some disadvantages, although it was conveniently located in the waterfront area. In the tentative budget, provision had been made for lease of the entire premises, but since sufficient space already existed, lease of the entire building had been disapproved by Headquarters. On the first deck was space not leased, but occupied by a tavern of "waterfront character", and in the basement beneath it was a Gospel Mission. Nightly, the VPSF at the headquarters were entertained by the songs and other oral efforts of the Gospel Mission trying to attract recruits from the hostelry above. Finally, Headquarters at Washington relented, and the Coast Guard took over the entire building.

SOME PERSONNEL NOTES

Here, as elsewhere, men often made considerable sacrifice to serve in the VPSF. One Reservist, whose sons were in the armed forces, sold his business in Spokane, leased his ranch, and joined up in Seattle for full time. Several small shops closed their doors one day a week to enable their men to serve their "time". A Seattle trucking firm was closed every Thursday, and eight of the nine drivers spent their day off on duty with the VPSF. Not all civilians who knew of the VPSF were informed that service was rendered gratis. When asked by one what the pay was, a volunteer remarked: "The pay for the first week is nothing. After that, for the first 24-hour watch the pay is doubled; for the first 36-hour watch trebled. From there on up, it gets into astronomical figures." At Seattle as in most ports, the men took their duties very seriously, and disciplinary cases were relatively few. One Temporary Reservist was suspended from watches for one month. The day following the night when he should have stood his weekly watch, he showed up shame-faced, and said: "I didn't go home last night; I was ashamed to let my wife know, so I slept in a hotel. Please let me come back; I can't do that for three weeks more." This man subsequently became one of the most reliable in the Regiment.

SEARCH FOR
A MURDERER

In the late days of duty, on 27 April, 1945, the VPSF members encountered unusual excitement. The aid of more than 1,000 armed members of the VPSF was thrown into a waterfront search for Joe Bill, a 32-year old fugitive Alaskan Eskimo, who was sought on a first degree murder warrant charging him with the brutal sex-slaying of a 5-year old girl. Lt. Comdr. C. S. Studley, Captain of the Port, ordered a description of the wanted man read at all musters before taking over waterfront patrols. Every section leader was ordered to keep in contact with the men on patrol and the volunteers were requested to keep a sharp lookout for the man during off hours. However, he was not apprehended by the VPSF.

THE PORTLAND
OREGON UNIT

The Portland, Oregon, VPSF was organized at the same time as that at Seattle. There had been at Portland, ever since July, 1943, an association called "The Veterans' Guard and Patrol", some 300 of whom were also Temporary Reservists. This patrol, under its own independ-

ent organization, had patrolled along 32 miles of Portland and adjacent waterfront without training or uniforms. The visit of Captain Marts, Captain Jones, and Lt. Comdr. Lane led to almost immediate creation of the Portland VPSF. The nucleus was excellent. The organization took form, appointments were made, and in three months there were 600 members, with recruiting assisted by local papers and firms. Portland is the most important city and port in Oregon, a leading manufacturing center, and one of the principal ports on the Pacific. Recruiting at Portland began in August, 1944, but men were held back from starting duty for a great many weeks by lack of uniforms. This was so serious that it affected morale and retarded recruiting. Finally, enrollments had to be temporarily stopped. The Portland unit had women performing clerical and transportation duties. On 18 October, 1944, the Portland VPSF assumed responsibility, under the Port Security Officer, for maintaining security watches at 10 major waterfront facilities on the west side of the river within the Port of Portland, and in vessels moored at each side from 1800 to 0800 daily. Finally, duties developed about the same as at other ports.

SEVENTEENTH NAVAL DISTRICT
Ketchikan, Alaska

NO VPSF

Available records indicate that there were no VPSF units in the Seventeenth District, all activities there having been confined to boat patrol by Auxiliaries.

CURTAILMENT OF
VPSF ACTIVITIES

Victory of Germany was the signal for general curtailment in the operations of Volunteer Port Security Forces. The San Juan VPSF had been put "on the beach" on 23 December, 1944, because the war had moved far away from Puerto Rico. Most other units continued in full operation until about the first of June, 1945. During the last half of that month, all VPSF units ceased functioning except for a few individuals retained on duty to wind up the affairs of the Regiments. In almost all cases men went on unassigned status.

VARIOUS TRIBUTES

At a late review of the Seattle VPSF, Rear Admiral Edward Jones, USCG said:

"As Pacific Coast Coordinator, I am in a position to know the effectiveness and spirit of the individuals and agencies who have been co-workers in discharging the responsibilities of port security. Fire can sweep away the work of months. Your safety records have resulted not from luck, but from the efforts which you have taken to insure the maximum protection A splendid job has been done. Notwithstanding the pressure of war and the need for haste, such operation has been marked by less loss from sabotage, fires and other accidents than was the case in peacetime."

Commander Harold W. Scott, Commanding Officer of the Philadelphia VPSF, spoke to that unit on the occasion of a review at Convention Hall in that city on 4 August, 1944.

"Words cannot bespeak my pride in you for your turnout at the Review. The long hours which you devoted to military training have been well repaid. You looked and acted like a top flight military unit. I only wish you individually could have come to the stage and looked out over the sea of faces. From that perspective you would have placed a new value

upon your service and your contribution to the war effort. The feeling that was general on the Reviewing Stand was best expressed by an officer who said: 'It was magnificent -- simply magnificent.' No one can add anything to that kind of splendid compliment."

In presenting the Security Shield of Honor at New Orleans, Commander Joseph A. Bresnan, representing the DCGO, remarked: "The Shield is not a reward in any tangible sense. Rather, it is intended as a symbol of the Coast Guard's appreciation for work well done. That it is well deserved may be seen by the citations which accompany these plaques." At a 1944 conference of Eighth District Reservists, Captain Marts, Chief of the Temporary Reserve Division, said prophetically: "When the history of this war is written, there will be a chapter concerning the men of the Temporary Reserve who have contributed much toward winning it."

ADMIRAL WAESCHE'S
TRIBUTE TO VPSF

After cessation of VPSF duties, Lt.(T) John F. Gummere, Historical Officer for the Philadelphia Regiment, wrote an excellent history of the unit. Admiral R. R. Waesche, Commandant of the Coast Guard, wrote for that history a Foreword which may be appropriately presented as an epilogue to the foregoing account of the VPSF regiments.

"All the wars in which America has been concerned have produced bodies of civilian volunteers whose careers are interwoven with the particular contests which engendered them. The Minute Men of 1775 were citizen soldiers; so were the Texas Rurales who fought the Mexicans along the Rio Grande long before war was officially declared. In this category may be placed a major part of the Rough Riders who fought at San Juan Hill in 1898. Even in the First World War the utilization of part-time citizen levies was under consideration when the conflict abruptly terminated.

"Now, in the present struggle, by far the greatest which our country has been fated to endure, we hail the advent of a group of devoted citizenry not dissimilar to those just mentioned and certainly yielding nothing to their predecessors in zeal and thoroughness. The men and women of the Volunteer Port Security Force of the U. S. Coast Guard Reserve have proved themselves worthy successors to the bodies of patriotic volunteers who rendered similar service in all previous crises of our national history.

"As the Commanding Officer whose duty it was in the fateful summer of 1942 to give official sanction to an untried project and who watched it grow from the tentative, embryonic Philadelphia Plan to a well-trained organization operating efficiently in twenty ports, I can truthfully say that I welcome the idea that the story of this far-reaching movement be told and published.

"In our hour of need, when it was imperative that regular Coast Guard personnel be freed from their local duties for service afloat and abroad, we searched for substitutes whom we might enroll and train for the protection of American wharves, warehouses, and loading slips. These substitutes were happily found in the members of the Volunteer Port Security Force. I should be ungrateful indeed if I did not take this opportunity to express my appreciation of their services and to give my endorsement to the accompanying history which outlines their career."

/s/ R. R. Waesche

Admiral, USCG (Ret)

SECTION IV

THE WOMEN'S UNITS

ESTABLISHMENT OF THE WOMEN'S RESERVE IN THE COAST GUARD

authorized the establishment of a Women's Reserve as a branch of the Coast Guard Reserve. This was to "expedite the war effort by providing for releasing officers and men for duty at sea and their replacement by women in the shore establishment of the Coast Guard and for other purposes." The military authority of Women's Reserve officers was confined to women of the Reserve only, and limited to the administration of the Women's Reserve. Just as the existing Act authorized use of men as temporary members of the Reserve in various categories, so was the use of women authorized on the same basis. Members of the Women's Reserve came to be known as SPARS, a name chosen by Captain Dorothy Stratton, Director of the Women's Reserve, and derived from the motto of the Coast Guard, and its translation, "Semper Paratus, Always Ready."

GROWING NEED FOR SPARS IN THE TEMPORARY RESERVE

The Temporary Reserve units afloat and the VPSF units ashore grew, and the burden of "paper work" and transportation increased commensurately. Men who could well be used in patrol boats, on guard duty, and in administrative activities found themselves spending their duty hours at typewriters, working on records, and doing all the office detail necessary in the staff operations of a military organization. They were spared the chore of keeping pay accounts. This work grew to large proportions, and it became evident that many men could be used to greater advantage and much of the work done better, if the aid of women volunteers could be enlisted. This need arose in all Districts. The result was a decision to utilize women in the Temporary Reserve.

SELECTION OF SENIOR WOMEN'S OFFICER

Anita P. Clothier, of Valley Forge, Pennsylvania, wife of a famed national tennis champion and mother of a daughter in the Marine Corps, was a fortunate choice. She was the first woman enrolled in the Temporary Reserve, and was immediately commissioned a lieutenant in May, 1943. Other women were then enrolled to assist her. She served as Senior Women's Officer throughout the emergency, being promoted to lieutenant commander in May, 1944, and later to commander.

ESTABLISHMENT OF WOMEN'S UNITS

Lieutenant Clothier immediately set about to establish women's units in the various Districts, particularly those with VPSF Regiments. The initial move was usually to select a Senior Women's Officer for the unit, who thereupon was enrolled and charged with the responsibility of overseeing recruiting of women, their training, and final assignment to duty. Although pressure for women was greatest in VPSF units, flotillas operating floating units also needed feminine assistance and were active in enrolling women for duty with their local organizations. The response to recruiting was very gratifying. Finally, women's units were part of every VPSF Regiment or Battalion. Although few boat flotillas had women's units as such, most had the assistance of from one to a dozen Spars depending upon the size and responsibilities of the unit. Women's units grew commensurately with the parent organizations, and eventually there

were over 2,000 TR Spars.

DUTIES OF THE TR SPARS

The women Temporary Reservists performed duties covering a wide range. This has been indicated in references to them in the foregoing Section on Volunteer Port Security Forces. First and foremost was, of course, clerical work and typing at VPSF, flotilla, and District headquarters. This work included correspondence, unit and training records, service records, watch schedules, log copying, mimeographing, working on flotilla or regimental publications, making out multitudinous forms with the proverbial seven copies, typing reports, and all such. Probably the next activity in importance was that of providing transportation for men going to and returning from duty where regular means were lacking, and in many places taking chow to men on watch along the various waterfronts. These women formed regular transportation units, with a Spar office in charge. They performed messenger service, and many were capable automobile mechanics. In almost all Districts, the women took regular training courses, sometimes the same as the indoctrination courses given the men. Many, particularly in the Fourth District, trained in small arms and became very proficient in firing. In the First District, some served as quartermasters, checking men reporting for and completing duty. Duties varied depending upon local conditions and requirements. Some Spar officers had special assignments. At Charleston, South Carolina, and in various other localities, TR Spars drove jeeps for a considerable period. In the Long Beach-Los Angeles area, they "manned" the identification bureaus. One Spar officer at Philadelphia acted as Field Morale Officer, and another as Public Relations Liaison Officer. Another TR Spar carried on a semi-official boat patrol in her own craft among Florida islands. The work of these women's units was so closely identified with their major units, that it is mentioned in connection with the latter, and no attempt will be made here to segregate the experiences of the different groups according to Districts.

HEADQUARTERS CONFERENCE

By mid-1944, women's units were organized and functioning well in all Districts. Recruiting continued. Personnel and operational problems naturally had arisen, and Lt. Comdr. Clothier concluded that a national conference of women volunteers would help to solve many problems and afford an opportunity for all to gain from the experiences of others. A conference was held at Washington on 26, 27 and 28 September, 1944, with 54 delegates from 12 Naval Districts. Held at the Auditorium of the Chamber of Commerce Building with Lt. Comdr. Clothier presiding, it was an outstanding success. Pertinent matters were thoroughly discussed, and each delegate made a report. Several high-ranking officers, including Captain Marts and Admiral Waesche addressed the women. Captain Dorothy Stratton, Director of the Women's Reserve, attended. One of the highlights was a reception at the roof garden of the Washington Hotel with appropriate banquet, dignitaries, and speeches.

REGIONAL CONFERENCES

In conformity with Captain Marts' policy of holding regional conferences, Lt. Comdr. Clothier left on 31 January, 1945, for a month's trip in the South for inspections and local conferences. The tour included Charleston, Savannah, Jacksonville, Miami and Tampa. Here she conferred with commanding officers of the various units, with the Senior Women's Officers, inspected various Coast Guard facilities, and toured waterfront areas where VPSF units were on duty.



LT. (LATER COMMANDER) ANITA E. CLOTHIER, SENIOR WOMEN'S OFFICER



TR SPARS OF THE WASHINGTON, D. C., VPSP

CLEARING UP
THE DEBRIS

After the Temporary Reservists went on unassigned status and were finally disenrolled, there remained much clerical work to be done in winding up the affairs of the regiments and flotillas. The women did excellent work during this period. As a single example, in the Thirteenth District, three TR Spar ensigns, one lieutenant (j.g.) and 16 other TR Spars spent from 22 August, 1945 until 15 November, 1945 at the District office winding up matters there. Their combined work on this duty totaled 2,374 hours.

After the Temporary Reservists went on unassigned status and were

EVALUATION

The women of the Temporary Reserve deserved and received the fullest appreciation of their work from the men with whom they served. They made it possible for many hundreds of men to carry on their duty along the waterfronts and in the patrol boats who otherwise would have had to spend their duty periods in offices doing work of which the women were fully capable. The women carried successfully a heavy load and, through release of men for more arduous duties, contributed as much toward the war effort as the men they released. Their work was truly invaluable.

SECTION V

BEACH PATROL AND COASTAL LOOKOUTS

BEACH PATROL A NORMAL
COAST GUARD FUNCTION

There has long been established along the coasts of the United States, a chain of lifeboat stations manned and operated by the Coast Guard. The peacetime function is to observe everything within range of vision and protect life and property at sea. The rescue of endangered persons and preservation of endangered craft are the primary duties at these stations. In many areas, regular beach patrols for observation purposes were maintained, that persons in trouble might be discovered and assisted, and at practically all stations lookouts were continuously maintained for the same object. Upon declaration of war in December, 1941, steps were taken to double the patrols at most of these posts.

There has long been established along the coasts of the United

THE CRITICAL SITUATION
OFF OUR COASTS

Particularly in the earlier stages of World War II, before Naval and Coast Guard offshore patrols could adequately cope with the new, powerful, and far-ranging German and Japanese submarines, the entire coast-line of the United States was exposed to the menace of invasion. Japanese subs cruised off the Pacific coast but did relatively little damage, though one shelled a sparsely inhabited spot on the coast of Oregon, and another tried unsuccessfully to ram a Coast Guard lifeboat which was proceeding to a torpedoed vessel. The story was very different on the Atlantic and Gulf coasts. The Spring of 1942 was a disastrous one for vessels flying the American flag. In that tragic year German U-boats of a new type sufficiently powerful to engage in surface duels with destroyers, left trails of blazing, sinking ships and dying seamen. Most victims were tankers, though all types suffered, and the great Atlantic tanker fleet was decimated. As the Allies suffered a series of reverses, Coast Guardsmen at lifeboat stations, on offshore patrols, and in Coast Guard planes were battling desperately to rescue drifting survivors and oil-covered, burned and injured members of the crews of these ill-fated ships.

Particularly in the earlier stages of World War II, before Naval and

THE NEED FOR A COASTAL
INFORMATION SYSTEM

It became increasingly important that all incidents at sea and along our coasts be observed and reported, in order that protective measures or offensive action be adopted as required. One of the earliest developments with this objective was the establishment of the Coastal Picket system to observe offshore operations and take appropriate action. Tied in very closely with this was development of a coastal information system built around the existing lifeboat stations for continuous observation of the waters adjacent to our shores, and the reporting of all activity of unusual nature in those waters, in the air, and on the shores. Commu-

It became increasingly important that all incidents at sea and along

SCOPE OF DUTY AND
NEED OF PERSONNEL

Obviously, continuous watch over 40,000 miles of shore-line was virtually impossible. Furthermore, coastal terrain included rocky cliffs, sand dunes, the heavily forested shores of the northwest Pacific, the lonely Florida keys, and multitudinous inlets, rivers and bayous. But every effort had to be made. This required a very great number of men, and men were urgently needed at sea. The risk of landings by enemy saboteurs, such as the three who landed on Long Island and were apprehended by a Coast Guardsman and later taken by the FBI, and the enemy agents who landed on the Florida coast in 1942, had to be reduced to a minimum. Much later, on the coast of Maine, near Machias, two men were landed from a submarine and might have been unnoticed had it not been for an alert boy. These men were later arrested. We shall never know the number of such landings which were successfully accomplished without detection, nor how many the mere presence of Coast Guardsmen prevented.

Obviously, continuous watch over 40,000 miles of shore-line was virtually

TEMPORARY RESERVE
FURNISHES MANPOWER

In the latter part of 1942, the Temporary Reserve was growing. Beach patrol and coastal lookout duty were functions for which these men were eminently fitted. Distances from centers of population in many sections of our extensive coasts made it impossible to use them. However, as TR became available many were assigned to "Beach Patrol" duties whether actually patrolling beaches on foot, or serving watches in coastal lookout towers. All Temporary Reservists in all Districts serving in this duty were enrolled from the Auxiliary, and were completely independent of an VPSF regiments.

In the latter part of 1942, the Temporary Reserve was growing. Beach

THE GROWTH OF
BEACH PATROL

When beach patrol was fully organized, ten Districts maintained a beach patrol organization which, at the peak of its manpower, employed approximately 24,000 officers and men including an undetermined number of Temporary Reservists. Extended beach patrol coverage totaled about 3,700 miles, exclusive of areas covered by strategically located lookout towers. By boat, jeep, truck, on foot and on horseback, Coast Guardsmen tirelessly patrolled the Atlantic, Gulf and Pacific coasts. In August, 1942, dog patrols were inaugurated, which greatly improved effectiveness. More than 2,000 sentry dogs were eventually used. In September, the use

When beach patrol was fully organized, ten Districts maintained a



TWO TRs, PATROLLING AN ISOLATED SPOT ON THE COAST,
WATCH FOR ATTEMPTED LANDINGS OF ENEMY TROOPS OR SABOTEURS, OR VESSELS IN DISTRESS



PATROLMAN CARRIES ON LONELY VIGIL ALONG A STORM-SWEPT BEACH

of horses was authorized, and horses finally totaled over 3,000.

HORSES IN THE TEMPORARY RESERVE

The great effectiveness of horses on patrol called for greater horsepower. When horses became authorized, plans were made for enlisting the cooperation of voluntary horsemen and mounts. The intent was to enroll unpaid volunteers in the Temporary Reserve who would be indoctrinated and trained in operational duties. Few individuals, however, were found who were willing to contribute both their horses and their own services without charge, and since the results of this attempt were not too encouraging, the program was canceled on 18 September, 1942. However, some enrollments had been made and 60 men and 90 mounts were kept on active duty.

USE OF TEMPORARY RESERVISTS IN BEACH PATROL

In the early days the primary duty of TRs was boat patrol of harbors, inlets and rivers with much the same objective as that of beach patrol. Thus, the boat patrols and the beach patrols tied in closely together and cooperated to the fullest extent. As soon as TRs in various localities were indoctrinated, many were assigned to beach stations for duty on foot, about the base, or in the watch tower. These men were assigned to a multitude of towers all along the coast, but actual beach patrol on foot was confined to the First and Eleventh Districts. It was particularly important in the former because of the unique nature of the coast-line and the importance of its ports, harbors, and war industries, as well as its greatest proximity to Europe.

THE COASTAL LOOKOUTS

In "Beach Patrol", Temporary Reservists were most generally used for manning coastal lookouts which either originally existed or were especially built. These came under jurisdiction of the nearest lifeboat station, and watch schedules were arranged by its commanding officer. Most watches were monotonous, but every activity had to be observed and recorded and, if of unusual nature, reported to District headquarters. The latter took any necessary action. The length of watches varied in the different Districts from 6 hours in some to 12 hours in the First, and the great majority were between 1800 and 0600. Reliefs were provided, of course. Because of the intricacies of the New England coast and need for adequate coverage, 57 coastal lookout towers were built by the Coast Guard in strategic locations. Some of these were eventually manned wholly or partly by Temporary Reservists. Special emphasis was placed on this duty in the Fourth District along the south Jersey coast, and at Capes May and Henlopen. The flotilla at Lewes, Delaware, was especially active. So important was this lookout system that toward the end of 1943 in the Eighth District there were plans to discontinue beach patrol and incorporate certain features into the coastal lookout system. About 15% of the TRs in the Lake Michigan area served in lifeboat stations, many on lookout duty. By its nature, lookout duty could not be exciting except in a few isolated cases. Even in those, the lookouts rarely knew the disposition of the cases they reported to District headquarters, though they might be merely a matter of rescue. There were repeated reports of submarines, flares, suspicious lights flashing, odd-shaped vessels sneaking past in the dark, and such, but it was much better to report suspicions which proved groundless than fail to report those which were well-founded.

VALUE OF TRs ON LOOKOUT DUTY

Comment by the District Coast Guard Officer of the Fourth Dist-

trict regarding Temporary Reservists in coastal lookout duty is pertinent, and places an authentic evaluation upon the work of these men. It reads: "It has been reliably reported by the commanding officers of the key stations that the Temporary Reservists performing this tower watch duty have more than demonstrated their competence and reliability. These men show far keener interest in the assignment than the regular personnel who are inclined to treat the duty as an onerous task.... Of all the tasks which have been assigned to the Auxiliary (Temporary Reserve), none seems to have proven so outstandingly successful as tower lookout duty. The Fourth Naval District was one of the first in the country to extensively inaugurate such a system, and possibly the successful use of Temporary Reservists on this duty in other districts is a result of success in performance here."

TR BEACH PATROL IN THE FIRST DISTRICT

The First Naval District made greater use of Temporary Reservists on beach patrol than any other. This may be attributed to several factors, (a) the vital nature of the coast and its geographical peculiarities, (b) the relative proximity in many areas of men available for duty, and (c) disinterest in so using TRs in many other Districts. In the First District the men proved highly valuable. When the demand for more Coast Guardsmen arose, men from shore communities who were familiar with local coast-lines and experienced in observing and recognizing objects at sea were sought and enrolled in the Temporary Reserve. Enrollments were thus increased in existing flotillas, and new beach patrol flotillas were organized where needed.

GROWTH OF BEACH PATROL BY TRs

The first real use of TRs in this activity was in early 1943. This increased rapidly during Spring and summer. One example is provided by Flotilla 408 of Newburyport, Massachusetts. Need for men at the Merrimack River Station was acute in the early summer of 1943, and for some time thereafter. This Flotilla recruited and trained many new members, and then furnished 95% of the station personnel for beach patrol, tower watch, and station security. It also provided men at the Salisbury Beach Station, and trained them to handle dogs which were used on most patrols. These men went into the lifeboat stations and took over assignments previously done by regulars. The activity as a whole covered actual beach patrol, lookout tower watches, telephone watches, sentry duty, barracks duty, and at some stations even mess detail. There were occasions when, for short periods, TRs completely manned stations with a Temporary Reserve chief in charge. In early 1944, the regular Coast Guard personnel at Old Orchard barracks, Maine, were withdrawn and the station entirely manned for 5 weeks, 24 hours a day, by TRs of Flotilla 204, Biddeford-Saco. TRs replaced many regulars in most of the reasonably accessible lifeboat stations in the First District where patrols were operated or tower watches conducted. Starting with a small nucleus, First District personnel on this duty grew to 1,500. About 44 flotillas were engaged wholly or in part in this work. When beach patrols were closed down, there were still 1,075 Temporary Reservists serving in the lifeboat stations and coastal lookouts in that District. It is estimated that they relieved about 200 regulars for sea duty.

ASSISTANCE AND SALVAGE

When occasions required it, the beach patrol cooperated with boat patrol if the latter were needed to handle an emergency. Usually, these cases involved craft in distress or persons in the water. Beach patrols succeeded in several instances in pulling persons from the water

and successfully applying artificial respiration. Some of these were swimming accidents. The hurricane of 14 September, 1944, afforded numerous opportunities for assistance to persons and property. (See Section VII). Though at that time, beach patrol men had gone on unassigned status, flotillas were alerted throughout the First District, and between 1,500 and 2,000 stood by at stations. Nearly half were ex-beach patrol men. Especially in the Vineyard Sound area where the hurricane spent its greatest fury, these men manned fireboat stations, piers and beaches, warned householders, secured boats and aided in removing residents and in various other ways. TRs throughout their period of beach duty spotted surface and air craft in trouble and sent aid, and in some cases provided men for surfboats engaged in rescue activity.

ON THE BEACHES

Temporary Reservists on beach patrol worked side by side with men of the regular service. They encountered a wide variety of incidents, though as in other types of duty, night after night and day after day were usually spent without more than the monotonous routine of covering posts. All "beach patrol" was not literally on beaches. Much of the terrain was rocky, wooded, and hazardous. Horses were not used in the First District, but excellent use was made of dogs. All patrols were maintained regardless of the weather. Often, winter weather was not "fit for man or beast", and when it was too severe, the men sometimes left their dogs in the kennels and went out alone. In describing his patrol area, one TR from Flotilla 600, Duxbury, Massachusetts, said: "The beach itself is annoying rather than dangerous. During most of the year it is covered with round, slippery rocks concealed by slimy kelp; it is strewn with lobster-pots, barrels, ships' fenders, water-logged mattresses, flotsam, jetsam, and just plain skudge."

PATROL IN THE THIRD DISTRICT

In the Third District, use of Temporary Reservists proved successful especially along the north Jersey coast. However, most TR duty in the beach areas there was in coastal lookouts, with little actual patrol. In the New York area, there were difficulties peculiar to that section; many patrols had to be conducted within city limits or along stretches of coast where main highways paralleled the beach only a few yards from shore. Excessive traffic and densely populated districts complicated the problem. People felt that they owned the beaches where they had been going for years. In this District, as a substitute for beach patrols, many TRs were assigned to lifeboat stations or Coast Guard bases for station or base duty.

IMPRESSIVE RECORD AT EATON'S NECK

Although no actual beach patrol duty was performed by Temporary Reservists at Eaton's Neck on the Sound side of Long Island, these men set up an impressive working record there. The North Shore Division furnished TRs to the Eaton's Neck Lifeboat Station, its Bar Beach sub-station, and to the Staten Island Coast Guard Base. The work of these men totaled more than 11,000 hours a month for a considerable time. Most were at Eaton's Neck, where the men were detailed to various duties by the commanding officer of the Base, who had great faith in them. They received regular drills and instruction, including pulling boats, breeches buoy, and small arms. An important factor was care and maintenance of all types of Coast Guard equipment.

BEACH PATROL IN THE ELEVENTH DISTRICT

In the Eleventh (Long Beach-Los Angeles) District, steps were taken

with the assistance of Temporary Reservists, to establish beach patrols. Some recruits were enrolled particularly for this work in the winter of 1942-1943. The plan was put in operation, but available records give no details of value.

MANPOWER SURVEY

At about the end of 1943 and early 1944, the Navy and Coast Guard conducted a manpower survey to determine how personnel were being used, from which duties men could be spared, and which activities were under-manned. At that time, danger of enemy landings had greatly diminished, and it was felt that full coverage of the beaches was no longer necessary. In the Gulf and southern Atlantic areas, reductions had been made in beach patrol and some stations eliminated. Greater emphasis was placed on coastal lookouts. A 40% reduction in personnel was ordered at many stations.

ORDERS TO DISCONTINUE BEACH PATROL

As a result of the manpower survey and other considerations, it was decided virtually to discontinue beach patrols about the first of March, 1944, especially along the Atlantic coast. However, it was decided to retain mounted and dog patrols until the last. The following is quoted from the Commandant's Memorandum of 9 March, 1944:

"There is a critical shortage of able-bodied manpower for the armed services in the country under Selective Service Rules. The Navy has had its authorized strength reduced and is now having difficulty getting its monthly quota. The Navy is looking to the Coast Guard from time to time to man more of its ships due to this shortage of manpower. For the same reason the Army has requested, through the Navy, that the Coast Guard man a number of War Department vessels in the Southwest Pacific. It is therefore obvious that the Coast Guard should make available for duty afloat as many of its personnel as possible and that SPARS and male personnel physically unfit for sea duty should be used in the Coast Guard to the greatest possible extent, in order to make available for sea and combat duty as many of its personnel as possible....In the reduction of personnel on Beach Patrol, Port Security, and other shore activities, the reduction shall be made by withdrawing able-bodied men and placing them in training for sea duty, leaving those who are physically unqualified for sea duty to perform these shore assignments....Even by using SPAR personnel, male personnel physically unfit for sea duty and Volunteer Port Security Forces to the greatest extent possible, there will still be ample assignments on shore and in non-combat areas to replace men in combat areas as may be necessary."

Progressive elimination of beach patrol began almost immediately, and complete cessation of this type of work for Temporary Reservists in the First and other Atlantic Districts occurred on 27 March, 1944. Patrols by regulars on the Pacific coast continued until the Fall. Many beach patrol men shifted to the coastal lookouts, 1 September, 1944 being the date of termination of that type of duty. Beach stations reverted to their normal peacetime status primarily for the purpose of lifesaving.

MOST TEMPORARY RESERVISTS ON BEACH PATROL GO UNASSIGNED

This end to beach patrol and coastal lookout duty left many Temporary Reservists without specific assignments, 1,075 in the First District alone being relieved of duty. Some were able to shift to other assignments, but the majority became inactive despite a desire to continue some activity. Entire flotillas of men enrolled for beach duty re-

sorted to training schedules to keep the men together.

EFFECT ON MORALE

Especially in Districts where beach patrol or coastal lookout duties had been important, the effect on the morale of men remaining on duty in other activities was adverse. It seemed generally taken as an

indication that the value of the Temporary Reservists was about over, and that officially the war was considered about won. Many of the less enthusiastic TRs became complacent, and absenteeism increased. The abrupt termination of Temporary Reserve duty on the beaches was one of the great contributing factors of the troublesome complacency which followed.

SECTION VI

HARBOR PATROL

EARLY ACTIVITY BY THE AUXILIARY

Harbor patrol by the Temporary Reservists had its beginning in Pearl Harbor had lent great impetus to enrollment of Auxiliary craft which were offered literally by the thousands in all quarters of the United States. Flotillas were organized rapidly, officers were elected, and drives for membership followed. Originally, these men went out with their fleet in all weathers and under all conditions to patrol various harbors, inlets, rivers and bays, serving in their own boats. To carry the authority of the Coast Guard, it was necessary to assign a regular petty officer to each of these vessels while on patrol. As of 30 June, 1942 there were, in the United States, about 11,500 members of the Auxiliary and about 9,500 boats, embraced within about 400 flotillas. The Coast Guard needed a vast number of small craft over which it had complete jurisdiction, and every effort was made to have Auxiliary owners transfer their boats to the Coast Guard Reserve for full time service through sale, charter, or gift. On 30 June, 1942, the drive was about at its height, and of the foregoing 9,500 boats, about 1,000 taken into the Coast Guard Reserve were designated as "CGR" boats. At the peak, Auxiliarists numbered about 54,000 with 17,000 boats. Temporary Reservists enrolled from the Auxiliary finally numbered about 30,000 and formed the largest group of TRs.

THE FIRST PATROLS

Before Pearl Harbor, very little actual Coast Guard duty was performed by the original Reserve or by the Auxiliary as it later became. Once or twice during a season, men might be requested to patrol regattas, but there was little or no continuity in the training programs. Typical of the beginning of regular patrols was that of the First Naval District. Within weeks after Pearl Harbor, two flotillas at Salem and Marblehead, Massachusetts, offered their services as a patrol unit to the Commanding Officer of the Salem Air Station. A patrol was organized on a 12-hour basis, with two men in the daytime and three at night. The boat was an open 32-foot sea skiff with only a windshield for protection and no heat. Two weeks later, at the end of January, 1942, the patrol had proved so satisfactory and the job so well done that the patrol was given over entirely to the Auxiliary. Similar patrols in other areas were inaugurated. By early summer, Boston Harbor was well patrolled by Auxiliary craft. This may also be said of harbors, inlets, rivers and bays in most coastal areas of the United States. The patrols were conducted almost entirely by these civilians in their own boats.

TRANSITION TO TEMPORARY RESERVE

The Auxiliary patrols proved valuable, and during their operation there were many cases of assistance and obstructions to navigation removed. A careful watch was kept for fires, unauthorized persons, possible saboteurs, and irregularities in aids to navigation, and there

Harbor patrol by the Temporary Reservists had its beginning in

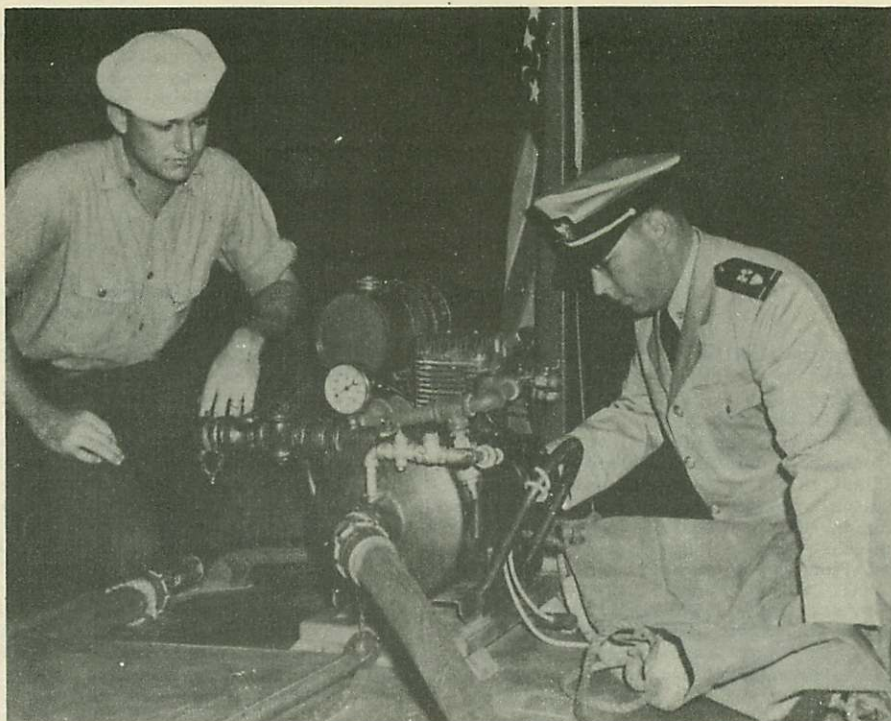
is no knowing just what the presence of these craft on patrol may have prevented. However, a Coast Guard petty officer on board each to carry Coast Guard authority seemed cumbersome, much of the yachting spirit remained among the Auxiliarists, and there was too little of the military. Control needed tightening. It became apparent that the patrols should be operated on a military basis, and so a radical change began which made these men far more useful. As has been recounted, the Temporary Reserve came into being in June, 1942, and gradually a large number of Auxiliarists were enrolled in that branch of the Coast Guard. The fiscal year ended 30 June, 1942 had witnessed complete transition of the Coast Guard from its peacetime role as the Nation's maritime police under the Treasury Department, to its traditional wartime role as a service operating as part of the Navy. The second half of 1942 saw the transition of most active Auxiliarists to the militarized Temporary Reserve. About 1 January, 1943, the Auxiliary ceased in most areas to function as a service except for enrollment of men for the purpose of then enrolling in the Temporary Reserve. Virtually all duty by Temporary Reservists enrolled from the Auxiliary was, in the earlier days, confined to the operation of patrol craft, and these units generally were known as the "Temporary Reserve Units Afloat" to distinguish them from the Volunteer Port Security Forces.

THE VITAL NECESSITY FOR HARBOR PATROLS

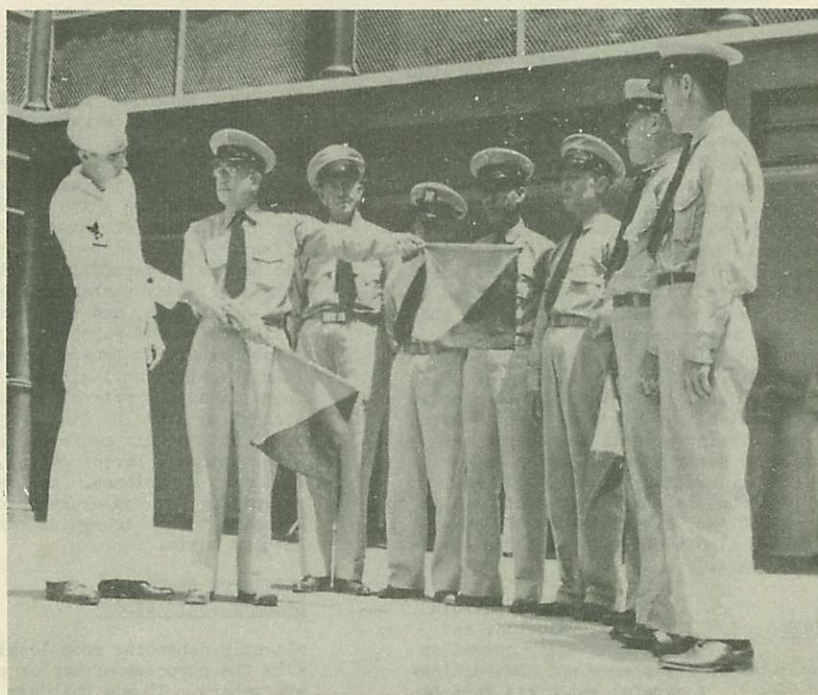
The necessity for patrol of the offshore lanes was met by the Coastal Pickets. Beach patrols performed admirably in keeping watch over a large portion of our Atlantic, Gulf and Pacific shores. The Volunteer Port Security Forces covered the wharf areas in the important shipping ports. But the harbor waters where shipping was active, and where ships of all kinds were being built for the "bridge of ships" and for the coming Naval offensives, the harbor entrances where all water traffic had to be carefully checked and identified, the inlets on sandy shores leading to large salt water bays and sounds, and the rivers, had to be equally well guarded and watched if proper security were to be achieved. No person or vessel without proper identification or legitimate business should roam these important waters. This was a type of security work which could be done only by floating units. The first active duty performed by volunteer Temporary Reservists was harbor patrol, these men having had Auxiliary experience. As the war tempo increased, recruiting for Temporary Reservists became very aggressive to obtain men to handle the patrols on a 24-hour basis.

DUTIES OF TEMPORARY RESERVE UNITS AFLOAT

While the duties of harbor (inlet, river) patrol crews differed slightly depending upon local circumstances, basically the purposes of harbor patrol were the same everywhere. It was the duty of the men who served in patrol craft winter and summer, in all weathers, to watch constantly for fire, unauthorized persons,



INSTRUCTION IN THE OPERATION OF A FIRE PUMP ON BOARD A PATROL BOAT
NEW ORLEANS, LOUISIANA



A TR CLASS IN SEMAPHORE UNDER THE INSTRUCTION OF A REGULAR

pleasure craft with improper papers or none at all, to check or report unidentified vessels, remove menaces to navigation, watch for accidents and render assistance to persons or craft in difficulty, assist at plane crashes, recover bodies and wreckage, and observe and report anything which did not appear "right". Duties also included policing and clearing channels for the movement of troopships, patrolling ammunition ships, keeping vessels away from the location of diving operations, preventing craft from entering restricted areas, and various special assignments such as transporting customs officers, Coast Guard pilots, load line inspectors and Boarding Officers.

TRAINING BOATMEN

Training was one of the broadest and most important activities in the Temporary Reserve. This has been demonstrated in connection with the Volunteer Port Security Forces. Upon it largely depended the efficiency of the entire personnel. Training boatmen was no more important than in the case of the VPSF, but it was far more intricate, covered a wider field, and took considerably more time. Not many new recruits were proficient in the duties which they would be called upon to perform. Therefore, practically all were required to attend classes before being given responsibilities. Training problems for boatmen varied little in the different Districts. Some classes had been conducted under the Auxiliary, and most of the earlier TRs who had served actively with the Auxiliary had achieved a degree of proficiency in small boat handling. While still continuing patrol, many of the more experienced men became instructors. Most training was conducted by the flotillas themselves, with their own instructors, but often with valuable lectures by regular Coast Guardsmen. In localities where there was a density of population it was possible to have central classes with especially good instructors, to which members of many different flotillas could go for well-organized training in piloting, seamanship, and small boat handling. Most patrol boats were armed, and soon the importance of the crews knowing how to handle and fire the weapons brought about careful and extensive training in the care and use of small arms. Usually this training included .38 calibre revolvers, Springfield and Enfield rifles, Reising and Thompson sub-machine guns, and in many cases Browning machine guns. This type of instruction was carried on mostly at police ranges if available, armories and special outdoor ranges. Police departments usually cooperated well.

ADDITIONAL SUBJECTS

As responsibilities increased, and more boats went on patrol with TR crews, training in additional subjects became necessary. Motor mechanics became important for the "motor macs" serving as engineers in the patrol craft. First aid and military courtesy and customs were added, although in most cases first aid was taught by persons outside of the Temporary Reserve. Local doctors and Red Cross personnel were called upon for this instruction, and most gave generously of their time. The need for visual communications brought about classes in blinker and semaphore. Most patrol craft were equipped with radiotelephone, and procedure and use of the instruments called for instruction, although in most Districts this type of training received less attention than it deserved.

BOOT CAMPS

In the First District, "Boot Camps" were used to great advantage. Under supervision and instruction of regular Coast Guard personnel, a camp was opened in June, 1943 at the Coast Guard Station at Bourne, Massachusetts, on the Cape Cod Canal. About

80 men attended each week, and learned such subjects as loading of explosives, dock watch, law, sentry duty, chemical warfare, military courtesy, semaphore, close order drill, fire prevention and fire-fighting. Classes were almost continuous from 0800 to 2130, and men lived at the Base. Later in the season the camp was moved to Fairhaven. The next year a similar camp was conducted at Gloucester, with seamanship subjects replacing most of those pertaining primarily to port security. About 2,200 men were trained in these camps, which were highly successful. Morale was visibly well-affected. In the Third District, a harbor patrol school was established in the winter of 1942-1943 at the St. George Repair Base, above Fort Wadsworth on Staten Island. Classes were held mornings and afternoons five days a week, and the course ran three weeks. Many TRs attended. Instruction included deck and marlinespike seamanship, signaling, canvas sewing, piloting, compass and rules of the road, as well as radiotelephone, and the encoding and decoding of messages. Enrollment included members of the deck department of the New York Harbor Patrol Fleet. Average attendance was 10 men a week. Classes continued into early 1945. In the summer of 1944, TRs were afforded opportunity for a week's training at the Manhattan Beach Coast Guard Training Station. The District had another "boot" training school at Buffalo. Since about one-third of the Auxiliary-Temporary Reservists in the United States were in the First and Third Districts, training activities there assumed greater proportions than elsewhere. However, the same general pattern for training boatmen existed in most places, although "Boot Camps" probably were restricted to those Districts. Many men from units afloat attended the fire schools at Fort McHenry and Alameda.

MOBILE UNITS

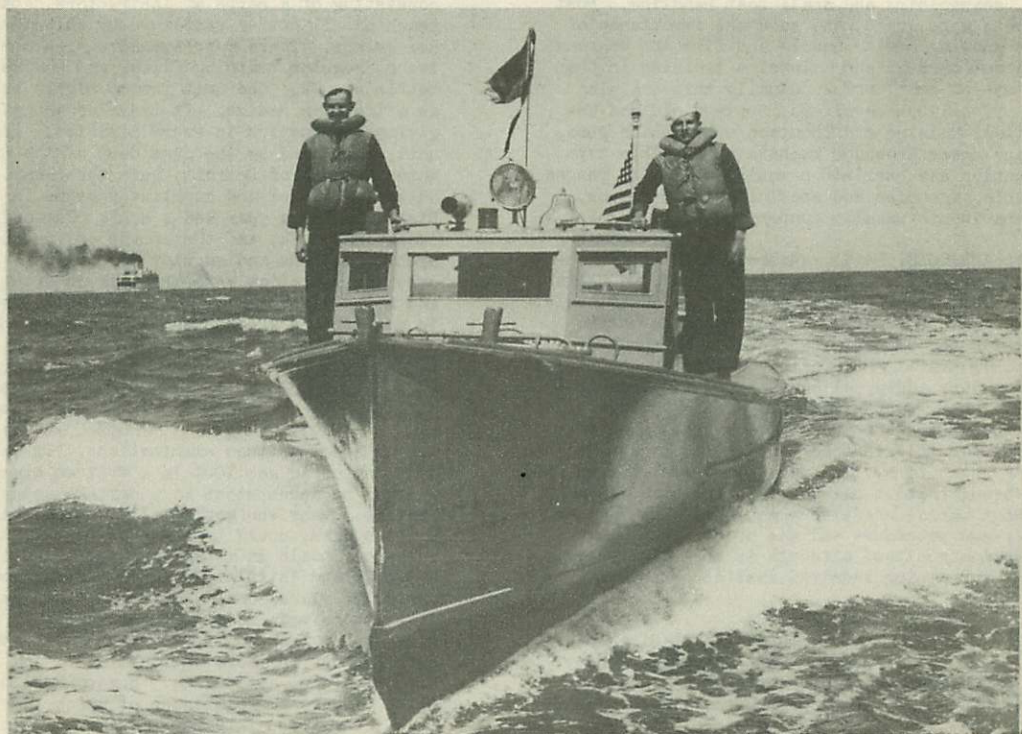
In the First District, there were ever-increasing demands for training. Many units were far from centers of population. A mobile unit was organized consisting of a corps of instructors capable of teaching all duties performed by volunteer Temporary Reservists. There were speakers with combat experience, regular training films, and movies of actual battle scenes. The unit proved highly successful as a training medium. It traveled thousands of miles giving instruction in every Division. Another mobile unit, sponsored by the president of the Gray Marine Motor Company of Detroit, gave three-day courses on marine diesel and gasoline engines in various Districts for a year and a half. The officer in charge was a TR, and the course of instruction was open to all TRs and regular Reservists. It covered care and operation with emphasis on trouble-shooting and methods for making quick temporary repairs. It is not certain whether there were other mobile units.

EXPERIMENTS WITH VISUAL-ORAL EXAMINATIONS

In the Spring of 1944, a different plan for examining boatmen was adopted at Boston, replacing orthodox written examinations. It was recognized that one could get 100% in a written examination, and yet be incompetent to undertake actual boat operation. Many who would fall down miserably in a written exam, could take a boat from Boston to the Isles of Shoals in a pea soup fog and pick up the White Island Whistler 50 yards off the bow. So a system of visual-oral examinations was established. Instructors made models of boats, piers, navigational aids, navigation lights, harbors, channels, and such for use in these examinations. The results of the exams were astounding. Numerous skippers and mates discovered weaknesses of which they were entirely unaware. This type of examination proved conducive to greater efficiency and keener interest.



"CGR" BOATS WERE MOSTLY CONVERTED PLEASURE CRAFT



38-FOOT PICKET BOATS REPLACED THE "CGR" PATROL BOATS
AS FAST AS THEY BECAME AVAILABLE

THE BOATS USED FOR HARBOR PATROL

In the earliest days, most patrol boats were Auxiliary vessels, but craft were rapidly taken into the Coast Guard Reserve. These "CGR" boats replaced the Auxiliary craft as fast as they became available, and for most of the period of patrol, the CGR boats were used. However, as early as the first of 1943, it was desired by Headquarters to return CGR boats to their owners whenever possible and those which proved least useful were so returned. By the middle or latter part of 1944, such patrols as were then operating were shifted from CGR boats to regular Coast Guard 38-foot picket boats of standard design, many having been built and become available. The CGR boats were mostly converted pleasure craft given a coat of grey paint, large white numbers on bows and stern, and equipped with coal stoves for heating purposes, and radiotelephones. They were also equipped with small arms such as .38 calibre revolvers, rifles and sub-machine guns. Many were equipped with fire pumps and hose. Sizes ranged from 26 feet to 60 feet and designs were numerous. Many were comfortable vessels, others quite the opposite. Some were of light draft and given to violent rolling in a seaway. But regardless of comfort and convenience the crews, usually numbering four to six men, took their assigned areas in storm and sunshine, summer heat and wintry gales, taking everything that came as part of the job they were proud to be doing.

PLENTY OF PUNISHMENT

In all areas where Temporary Reservists could provide crews on a 24-hour, 7-day-a-week basis, this was done. All patrols in Boston Harbor were of this type. Boat duty was usually for 12 hours, with the boats returning to the Base (being temporarily relieved) to change crews at 0700 and 1900, or at 1800 and 0600. Provisions and supplies had to be taken on board at the Base, the boats washed down and made shipshape, and minor repairs made. These patrol craft were run hard, operating under all weather conditions, winter and summer. Being handled by 14 different crews every week was a bit hard on the boats and the motors. Those on a full time basis operated an average of 21 hours a day, cruising at around 4 knots. Thus, each traveled about 80 miles a day, or around 25,000 miles a year allowing for normal lay-up due to repairs. This is about as much use as a summertime yachtsman would give his boat in 12 to 15 years! Such punishment resulted in mechanical troubles which, at times, seemed all too frequent, and forced vessels to stand by when the crews were anxious to be out on the job. However, there were usually enough boats to cover patrols. Finally, Coast Guard picket boats became available, and the converted pleasure craft were returned to their owners. Being of one design with one type of motor in most cases, complications due to varieties of motors and fittings to be repaired or replaced, experienced with the CGR boats, became a thing of the past. The picket boats had unheated wheelhouses, which was bad in the winter in the northern latitudes, but the TRs had to make the best of that. Living quarters were decidedly make-shift. However, the boats handled well, had speed when needed (which was not usually true of the CGRs) and served their purpose well.

PATROLS IN OUTLYING LOCALITIES

Practically every harbor of importance in the United States was patrolled as indicated. Although this section treats with such activities, a very great number of patrols were conducted in outlying areas where access to well-equipped harbor bases was impossible, and where operating bases ranged all the way from shacks built by the TRs to yacht clubs and Coast Guard Section Bases. The duties of such patrols were somewhat similar to those of the harbor boats, but the nature of

the locations (rivers, inlets, bays, near-shore coastal waters), the type of shipping, the larger areas to be covered by one patrol boat and other points of dissimilarity gave these other boatmen many problems different from those in the principal harbors. Watch for fires was very important, but these crews usually had only one or two tinderbox piers to worry about instead of dozens. There was constant watch for floating mines. Possibly there were fewer opportunities for rescues, but the outlying men usually had to cover greater distances in rendering assistance and often in much livelier water than that of the harbors. In thick fogs, and often at night, harbor men had navigation and traffic problems for relatively short distances, whereas as TRs who sailed the bluer and less contaminated waters had far more numerous occasions when navigating ability and "local knowledge" were of paramount importance. In the majority of outlying patrols the boats cruised slowly in their assigned areas. Certain inlet patrols, however, whose duty was to watch everything transiting the inlet waters, could maintain adequate patrol by anchoring or mooring in the inlet, and maintaining watch from that position.

COROLLARY DUTIES FOR THE BOATMEN

There were naturally corollary duties in connection with operating patrol craft. At the bases from which these vessels operated there were many duties for which the TR boatmen were fully qualified. Some performed these as extra duty, but many were given such work as regular assignments. This was especially true at Boston and New York. Base service performed included radio and telephone watches and quartermaster watches, sentry duty, painting, plumbing, jeep driving, carpentry, electrical and machine shop duty, and such, and work in the dispensary as pharmacists mates. The TRs might have expected about anything in extracurricular duties. On 1 August, 1944, 500 Temporary Reservists from the units afloat were put on standby for emergency during a street car strike at Philadelphia. In May, 1944, 56 TRs of the Atlantic City flotilla took over night guard duty on 7 posts at the Coast Guard Radio Training Station. Toward the end of 1944, many boat patrols were discontinued in less important areas, and TRs were available for other assignments. Many so released in the Fourth District transferred to Coast Guard bases and occupied themselves with boat maintenance, dock watch and radio watch at the request of the commanding officers. Others numbering about 100 were assigned in February, 1945 to the VPSF and stood night watches. On 27 November, 1944, 25 men from one of the Third District flotillas were assigned to aids to navigation installations at Fort Mott. One man was on duty at all times, and due to the remoteness of the station, the post had to be self-sustaining. Members of the Martha's Vineyard flotilla cared for, watched, and cleaned the automatic Edgartown Harbor Light, and on a 24-hour basis attended the fog signal for a considerable period. Some Temporary Reservists in the Seventh District relieved regular personnel on 14-day cruises in Coast Guard 83-footers. Members of many flotillas in the Ninth District performed special flood duty and saved many persons from devastating floods in the Mississippi, Missouri, and Ohio River valleys.

COROLLARY DUTIES ON BOARD EXCURSION SHIPS AND FERRIES

A special detail for one flotilla in the Fifth District was begun in January, 1945. These men rode the Canal Ferry and were charged with enforcement of fire and safety rules. A weekly average of 14 men served 1,233 hours on this detail. In the Third District others were used to check passengers in certain excursion steamers to assure prevention of overcrowding.

DUTY IN FIREBOATS

Temporary Reservists were not used in fireboats to any great extent in the First District, though fireboat watches were stood at times at Portland, Maine, and Providence, Rhode Island. TRs served in fireboats at Washington, D. C., and to some extent in the Fourth District, at Cleveland, and at Galveston. At St. Louis, TRs manned one fireboat 24 hours a day for an undetermined period. Directives were issued at COTPs at St. Paul, Rock Island, and Memphis to man fireboats at their ports entirely with TRs, but records do not indicate whether this was done. TRs served in fireboats at Los Angeles, California, and at Olympia, Washington, but possibly not fully manning them. In June, 1944, Temporary Reservists at Seattle towed and operated the Coast Guard fire barge and rendered expert assistance at a waterfront fire which was beyond the reach of city fire apparatus. In January, 1945, TRs at Olympia and Bremerton helped to man the fireboats there, and after recruiting additional men for day duty, these fireboats were manned almost entirely by TRs.

ASSISTANCE AND SALVAGE

One of the primary peacetime duties of the Coast Guard is assistance and salvage. While, in wartime, the chief responsibilities with patrol craft lay in all phases of protection to shipping and port facilities, saving of life and property remained very important. TRs in virtually every port of the United States participated in rescues of persons from precarious situations and in the recovery of property. There were many rescues of victims of plane crashes sighted from the beaches or from coastal lookouts. Innumerable small craft grounded, waterlogged, overturned, or broken away from moorings, were recovered and towed to safety. Seaworthy craft in dangerous situations were assisted. Patrol boats equipped with fire pumps gave valuable assistance at waterfront fires in practically all areas. Navy planes on the water and out of control were towed to safety. During the whole period of these patrols, cases of assistance and salvage became almost routine. Each required alertness, attention to duty, good seamanship and a keen intuition as to the right thing to do in emergency, and many required an exact administration of first aid. Cases worthy of mention are too numerous to permit covering them individually in this work. A few examples are recounted below. Some involving unusual circumstances and individual heroism or particular success against odds are mentioned later under headings of the several Districts.

EXAMPLES OF "ROUTINE" RESCUES AND ASSISTANCE

Especially in summer months, small craft got into various kinds of trouble due to unseaworthiness, mechanical breakdown, incompetent handling, or assaults by the elements. Boys with poor boats and poorer judgment got into danger. Patrol boats took off the wet and frightened boys and towed their boats in. Summertime assistance rendered by one patrol boat at Boston is typical. From 6 July to 10 October, 1943, it reported 31 cases of assistance, mostly minor cases of towing. A small rowboat with five men, in danger of swamping, was towed out of danger. A capsized sailboat with two boys clinging to it was sighted, the boys taken on board, and the boat towed in to Dorchester. Quincy, Massachusetts, police notified the Fore River Patrol Base that a sailboat had overturned in the Bay. A picket boat was dispatched to the scene and found two victims clinging to the vessel. They were rescued and their boat recovered. A work boat at Boston was in collision with a Navy converted yacht. The work boat suffered a smashed bow and promptly settled below the water forward. Almost uncontrollable, she began going in circles. The single man operating

her stood outside the wheelhouse knee deep in the freezing water, trying to steer reaching through a window. The CGR-829 went alongside to take the skipper off and tow the vessel. The skipper refused to leave, feeling he could beach her, and beach her he did, while the CGR-829 stood by.

ALL IN THE DAY'S WORK

A crew of the CGR-1029 went ashore at the Boston Navy Yard in April, 1943, to put under control an otherwise unobserved fire in rubbish on the dock. The boat stood by for 40 minutes to assist the Navy Yard fire department and Coast Guard fireboats. A patrol boat from Staten Island, New York, proceeding through Kill Van Kull one night in June, 1943, discovered a capsized sailboat with 8 men clinging to it. The crew picked up the men, administered first aid, took the men to safety, and resumed patrol. Men in another patrol boat at New York discovered a cabin cruiser which was burning after a gasoline stove explosion. The patrol craft rushed to the scene with hand extinguishers and, combining its efforts with those of a Coast Guard fireboat, saved the craft from complete destruction as well as prevented the fire from doing more than minor damage to nearby vessels. In August, 1943, men from Milford, Connecticut, answered many emergency calls. The bodies of two young children who had drowned in Milford Harbor were recovered. Six persons were rescued and their boats salvaged after being overturned during a storm. At the same time, 8 adults and two children were brought safely ashore from an island where they had been stranded. On 19 August, 1943, Temporary Reservists of Middletown, Connecticut, were called from their places of business. They had a fully-manned boat under way to the scene of a plane crash 15 minutes after it had been reported to the Flotilla Operations Officer, and reached the scene 5 miles away in 35 minutes. The TRs searched the plane, but the pilot was not found. After the Army and State Police had searched for two days, the TRs recovered the body.

OTHER INSTANCES

A report of Fourth District operations and assistance for the quarter ending 31 December, 1943, showed 155 assistances rendered by CG and CGR vessels manned by TRs. Vessels receiving assistance numbered 122. In August, 1944, one airplane pilot was rescued by a TR who took his boat up Bass River after observing the crash 500 yards away. Many commendations accompanied records of men of the Fifth District for outstanding accomplishments in saving lives of flyers, fighting fires, and outstanding work on patrol. In early July, 1944, TRs of CGR-1235 rendered assistance at a fire on board a Navy barge at Solomons, Maryland, which was loaded with high explosives. In June, 1943, a seaplane was sighted in distress at the sound end of Amelia Island in the Sixth District. It was disabled and in danger of beaching. A tow was made into deeper water, a heavier anchor provided, and assistance called from the Jacksonville Base. The last flotilla organized in the Sixth District was that at Myrtle Beach, South Carolina, with 37 members. Equipment consisted of surfboats. This flotilla received several favorable comments from the local Army Bomber Base for its assistance in recovering some of the crew members of bombers which had crashed.

FIRES AND EXPLOSIONS

On 23 January, 1943, the CGR-963, in the Eighth District, caught fire while taking on gasoline, and was cut loose from her dock due to the possibility of explosion. Fire-fighting units pushed her across the channel where she slowly submerged, and the fire was extinguished. She was raised a few days later, but the incident caused extra precautionary measures to be adopted in the District for vessels while fueling. Fire broke out on the steamer VALDINA, tied up in a

boat stall on Bray's Bayou at Houston, Texas, in May, 1944. Two TR picket boats proceeded to the scene and assisted in extinguishing the fire. There was a very serious fire on board a Canadian tanker at Cleveland in November, 1944, while the vessel was taking on high octane gasoline. The TRs mobilized 30 men 15 minutes after being called to assist at the blaze, and were instrumental in extinguishing it. During May, 1944, 22 fires were reported by COTP, Los Angeles. The greatest damage resulted from an explosion and fire on board the WORLD at Newport Beach. Damage to the WORLD was estimated at \$7,000, and to vessels alongside, at \$900. Four persons in the WORLD received treatment for burns at the Santa Ana Community Hospital. The rescue and fire extinguishing were accomplished by the CGR-1812. During the first week of picket boat operation at Port Angeles, Washington, a tug exploded in the harbor. The picket boat had its fire equipment in operation and water on the blaze before any other vessels arrived. The TRs rescued the master of the tug who had been blown overboard, and stood by after the fire was extinguished to render any further possible aid. Portland, Oregon, Temporary Reservists, despite danger of fire and explosion, rescued an injured man from a burning barge, administered first aid, and had the man in an ambulance and on the way to the hospital in a very few minutes. Members of a Seattle flotilla were credited with saving a building from destruction by fire. Their flotilla meeting was in progress when fire broke out next door. The watchman was unable to summon the fire department because of burned telephone circuits, and the TRs turned to with extinguishers and controlled the blaze.

OTHER TYPES OF ASSISTANCE

Another type of assistance was given by flotillas at Bellingham, Everett and Anacortes on 15 January, 1945, when there was a big blow in Puget Sound. Two-thirds of the TRs turned out for night-long special duty to save dozens of families from hunger and discomfort, and many craft from destruction. They protected small boats from damage by 30-foot logs broken loose from a boom which were sweeping about the harbor like battering rams. Later, a TR-manned Coast Guard vessel, hampered by high seas and heavy icing, provided food and livestock feed for 15 families in isolated inlets. Land-route supply lines had been cut off by the storm. In early April, 1944, motor failure forced a Navy pilot down at sea in a land plane, and he took to his life raft. A Temporary Reservist attached to COTP, Astoria, Oregon, picked up the pilot after he had been adrift 20 minutes 15 miles southwest of the Columbia River Lightship. In the same week, a boat was observed in distress off Jefferson Head. Four Temporary Reservists with one officer and two men from the Magnetic Survey Base put out in heavy weather, and found the 50-foot motor sailer awash with 5 men in the water. One man collapsed when hauled on board, and was hospitalized; the other four suffered from cold and exposure but recovered quickly. The disabled boat turned over while being towed. Towing lines parted several times, and finally a Navy tug took over. Such operations were largely part of the day's work to these Temporary Reserve forces afloat. Many patrols offered no rescue opportunities for weeks on end, but in the aggregate many hundreds of lives were saved by these volunteers, as well as property valued at well into seven figures.

PERSONNEL ITEMS

As in most branches of the Temporary Reserve, the officers and men serving in the forces afloat presented an interesting group of widely differing types, temperaments, and occupations. They were bound together by their love for ships and salt water, and by a sense of loyal and conscientious devotion to their

duty of protecting shipping and ports and hastening the successful conclusion of the war. A great number had sons or brothers in the armed forces overseas, and felt that by their duty in the Temporary Reserve they were lending moral and practical support as, indeed, they were. Men in this service ranged all the way from those known only to their immediate circle of friends and family to others of national renown. There were well-known authors, artists, musicians, and lawyers, and literally about every business and profession was represented. On the Pacific coast, in the Eleventh District, a retired colonel from Santa Barbara was a seaman, first class, as were Humphrey Bogart, and several judges of the Los Angeles Superior Court. From a seaman's uniform to a judge's robe was a long jump! It was odd that a retired Navy captain from San Diego also served as a seaman, first class. After a heavy blizzard on the night of 8 February, 1945, transportation around Boston was almost impossible for many hours. Yet, the next morning a three-man crew of the CG-38322, averaging 62 years of age, showed up at Constitution Base and maintained all harbor patrols throughout the day, other crews being incomplete. In the St. Louis Star-Times of 25 September, 1944, the following item appeared:

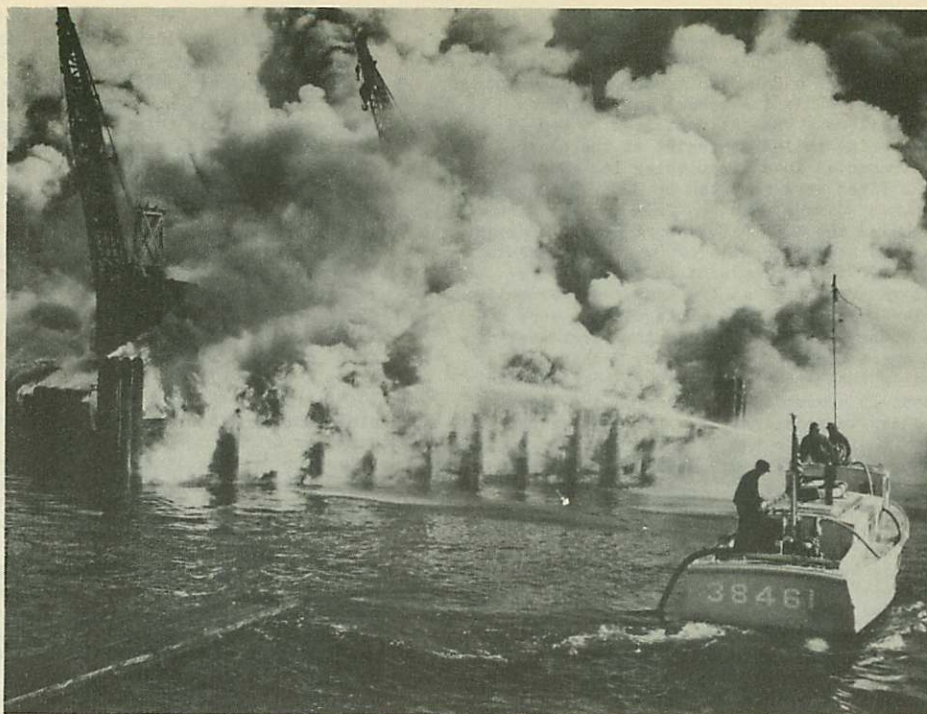
"Roy E. Niemann carried on today for his son. Yesterday, 24 hours before he was to report for his first assignment in the U. S. Coast Guard temporary reserve, Niemann received a telegram that his son, Lt. Roy E. Niemann, Jr., had been killed in action. Today, tall and proud, Seaman 1c Niemann was on duty, serving as a sentry at Coast Guard headquarters in the old Custom House. 'There was nothing to do except report as I had promised,' Niemann said. 'I had to carry on for my son. He was my only child. I have to take up where he left off. If he could take it, I can.'"

HAZARDS

The service of the Temporary Reservists afloat certainly was not without hazards. The principal hazards encountered by the patrol boats were storms, fog, collision, grounding, breakdowns, and collision with floating debris. Especially in the northern latitudes in winter, decks covered with snow and ice were hazardous. In cold weather, boats were heated with coal stoves, and carbon monoxide in closed cabins was a threat. Fire on patrol boats was to be continually guarded against. One of the most common emergencies was "man overboard". Icy decks on a rolling and pitching patrol boat in the winter were especially treacherous and were instrumental in sending men into freezing water, but this hazard was so obvious that men used extreme care. Less obvious was the danger of just walking off a good, dry deck. There was always the possibility of stepping into open engine room hatches in the converted pleasure craft. This happened too frequently and sometimes caused painful injury. The possibility of explosion was ever-present in the minds of harbor patrol men, and precautions constantly taken. Galley fires were a constant threat, but there were relatively few, and usually were quickly controlled. Hazards throughout TR duty contributed to deaths or injuries, summaries of which will be found in Appendices II and III.

PATROL BOAT AND PILOT BOAT COLLIDE

Considering the length of time and mileage operated, there were very few collisions involving patrol craft. A case at Boston was notable. One morning while the CG-45001 was on patrol off T Wharf, she and a pilot boat collided. The bowsprit of the pilot boat swept the whole wheelhouse off the patrol boat. The roof was placed not so gently on the after cabin deck. Everything in the wheelhouse was wrecked. The Coast Guard decided to have the damage repaired. An estimate received from a local boatyard was \$1,800 and the time required,



A COAST GUARD PICKET BOAT MANEUVERS CLOSE TO FIGHT A STUBBORN FIRE THAT BADLY DAMAGED PIER 3 IN THE NAVY YARD ANNEX AT ST. HELENA, BERKLEY, VA., 17 JANUARY, 1945



ADMIRAL WAESCHE, COMMANDANT, (RIGHT) AND CAPT. N. B. HALL, CHIEF, PORT SECURITY DIVISION, WATCH HANLEY FIREBOAT ON WASHINGTON WATERFRONT

three months. Not pleased with this prospect, permission was requested by the flotilla operating the boat, and later granted, for the unit to undertake its own repair work. The craft was back on patrol in two weeks at a cost to the Coast Guard of about \$6. The work was done entirely by men of the flotilla on their own time, and received commendation from the Base officials.

FLOATING UNIT ACTIVITIES IN THE SEVERAL DISTRICTS

Factors of a general nature relating to Temporary Reserve Units Afloat have been outlined in the foregoing pages. The experience indicated was general throughout the Districts. However, individual Districts varied as to their particular problems and the use to which they put Temporary Reserve floating units. District organizations and experiences are briefly outlined in the pages which follow.

FIRST NAVAL DISTRICT Boston, Massachusetts

SCOPE OF HARBOR PATROL: FIRST DISTRICT

Originally, the work of the Temporary Reserve, (enrolled entirely from the Auxiliary) was confined to harbor patrol. Principal areas patrolled were at Boston, Portland, Salem, Gloucester, Plymouth, Cape Cod Canal western approach, Providence River and parts of Narragansett Bay. Some patrols were dropped as the war developed, others intensified, depending upon the importance of changing activities in the various localities. In the First District, enrollments eventually reached about 10,000 in 72 flotillas. Of these, close to 3,000 were identified with units afloat. In the vital Boston area, were 20 flotillas with 5,000 TR members.

RESULTS OF TRAINING IN SEAMANSHIP

The first training was done in piloting, seamanship, and small boat handling, for harbor patrol was the only activity. Since boats were armed, training in small arms was practically mandatory for boatmen. Men instructed under this program successfully manned patrol boats in various localities, especially Boston Harbor. There were no lives lost on patrol, and only about two cases of serious damage to patrol craft due to possible incompetence. This is eloquent testimony on the efficiency of the boat training program.

GROWTH OF TRs AFLOAT

Enrollment of TRs for duty afloat began in the Fall of 1942. Auxiliarists conducted no patrols after 1 January, 1943. By 15 April, 1943, 2,200 TRs had enrolled, almost all serving in floating units. By 15 June, 1943, 22 boats were manned entirely by TRs, and 3 more were partially manned. This was close to the peak. Later, some patrols in outlying areas were discontinued, and by October, 1943, the decommissioning program was well under way, 44 CGR vessels in the District having been removed from service. Despite such curtailments, patrols continued fully in effect in Boston Harbor where their importance increased. In the last week of February, 1944, about 1,000 TRs were actively engaged in these patrols at Boston, manning 12 boats, 75% of the Boston Lifeboat Station crew, assisting in Base maintenance, manning the Base signal station, and carrying on radio sealing.

BOARDING FROM THE BOSTON LIFEBOAT STATION

Boarding was an important function for Boston Temporary Reservists. There was the usual boarding of fishermen and local craft from patrol boats in all areas. Boarding of larger vessels at Portland and Providence was done almost entirely by regulars, but at Boston it became a

major TR activity. All boarding at Boston was done either from the Outer Examination Vessel, well outside the harbor (by regulars) or from the Boston (floating) Lifeboat Station moored inside Deer Island. Personnel of the latter station boarded such outgoing vessels as directed by COTP and HECF, and also such incoming ships as had not been boarded from the Outer Vessel. The Boston Lifeboat Station was continuously manned by about 10 regulars and 30 Temporary Reservists, the latter from Flotilla 412, Winthrop, Massachusetts. A patrol boat, picket boat and gig were normally attached here for transportation and boarding purposes, and were chiefly manned by TRs. The Boarding Officers were regulars, but they were accompanied and transported by TRs who made out armament reports, checked crew lists, checked or sealed radios, checked ship's papers, fuel, cargo, food and ID cards. Boarding merchant vessels while proceeding at 5 to 10 knots in all kinds of weather over a two-year period, and handling their boats without accident is an outstanding example of good seamanship by these Temporary Reservists. Between 1 January, 1943 and 31 March, 1945, Boarding Officers were put on board some 5,000 vessels, and TRs boarded a total of 21,526 vessels, which included freighters, tankers, colliers, and a very large number of fishing vessels.

COMMUNICATIONS

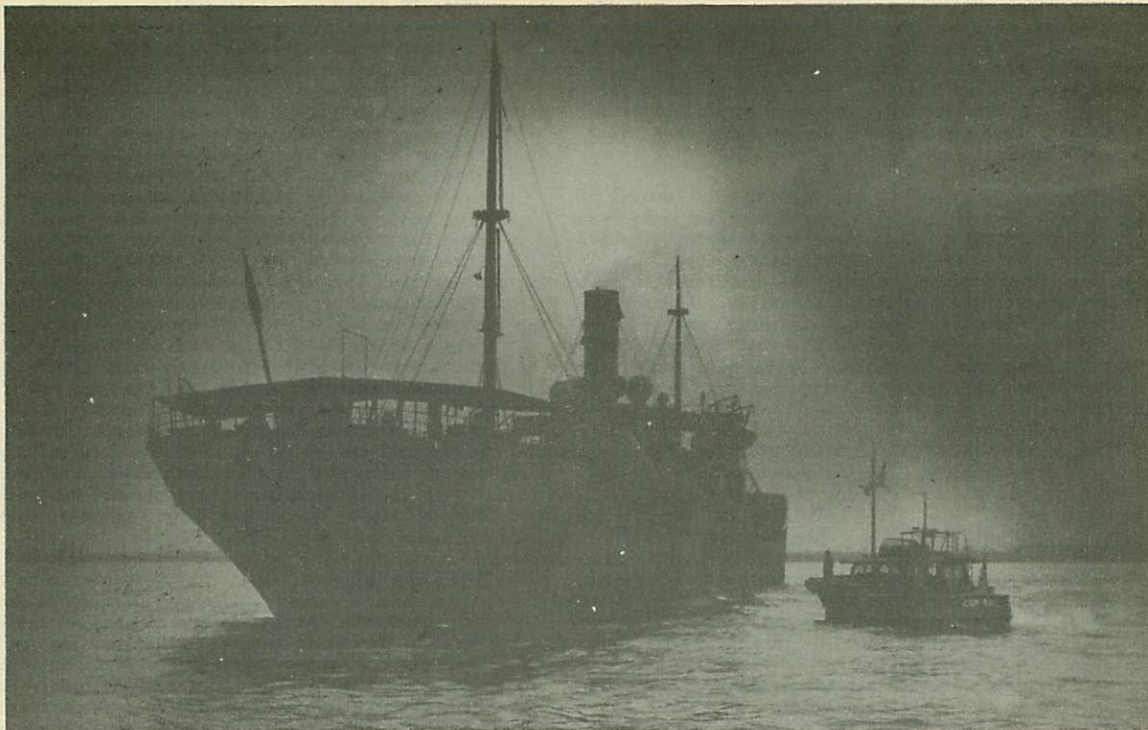
Communications became an important TR activity in this District. Radio sealing reached such proportions that the available regulars could not cope with it. Twenty-six Temporary Reservists, familiar with radio, formed a COTP unit for radio sealing, and from June, 1943 to June, 1945, carried on all radio sealing activity at Boston except such as was done from the Boston Lifeboat Station. A signal station at the Base at Boston became vitally important. It was established 6 July, 1943, and uninterruptedly from the first watch to the last, on 15 June, 1945, the station was manned 100% by Temporary Reservists. Although operating at the Base, this group was considered a floating unit. It was the only signal station so manned in the United States.

RESCUES

The First District had its full share of assistances rendered. One outstanding example was that of the Fall River, Massachusetts, Flotilla on 17, 18 and 19 July, 1943. Two planes collided in the air, one falling into the Taunton River. A patrol boat manned by TRs proceeded to the scene, dragged for the plane and located it, recovered portions of the plane and the pilot's body, assisted Army officers and Navy divers, and remained at the scene until all operations ceased on 19 July. Commendation and letters of appreciation were received from many officials including Major General K. T. Blood, First Service Command, Boston. Another outstanding case occurred one year later. A Navy patrol plane crashed and sank off Savin Hill, Dorchester Bay, Boston, on 16 July, 1944. The CG-38059 went promptly to the scene. Seaman first class Leonard W. Cosgrove dived and fastened a line to the submerged plane. He then made a daring and courageous attempt to extricate the pilot, but was unsuccessful. Following this, his flotilla commander received a letter from the District Coast Guard Officer commending Cosgrove's action.

ACHIEVEMENTS OF BOAT PATROL IN FIRST DISTRICT

First District experience probably was not very different from that of other Districts, except possibly in the matter of scope due to the great importance of the activity in the second wartime port of the United States. Outstanding accomplishments of boat patrol in this District are summarized below. Similar information is not available for the other Districts, and even here data are known not to be complete. This sum-



BOARDING OF MERCHANT SHIPS AT BOSTON WAS A MAJOR TR ACTIVITY



PARADE OF TR-MANNED PICKET BOATS AT BALTIMORE

mary, however, indicates the types of incidents having direct bearing on the relation of boat patrol to the wartime achievement of the District.

- (a) An estimated 1,500 obstructions to navigation removed and disposed of;
- (b) An estimated 45 waterfront fires discovered, controlled, reported, or assistance given, thus playing an important part in keeping supplies unharmed and moving to our armed forces overseas;
- (c) An estimated 12 cases of burning material prevented from floating under piers, including a lighted float blowing under a pier piled with ammunition;
- (d) An estimated 300 cases of assistance rendered to small craft in distress, mostly involving towing;
- (e) Numerous cases of rescue of people from water, mostly from overturned pleasure craft or unseaworthy craft. Estimate of number impossible;
- (f) An estimated 12 cases of assistance rendered to planes forced to land in the water;
- (g) An estimated 10 persons apprehended while taking photographs;
- (h) An estimated 20 cases of assistance rendered to larger craft;
- (i) 3 cases of deserters from merchant vessels apprehended in or on the water;
- (j) Many cases of investigation with intent to rescue, or recover property;
- (k) Uncounted number of pleasure craft checked for permits and ID cards;
- (l) Uncounted cases of reports of aids to navigation extinguished, out of position, or otherwise needing attention;
- (m) An estimated 12 cases of dragging for bodies or lost property;
- (n) An uncounted number of boardings of fishing vessels at smaller ports.

In addition to the above specific types of accomplishments was routine patrol, special patrol of certain areas, police duty in keeping areas or channels clear of traffic for movement of transports, and errands. The presence of boats on patrol doubtless prevented a large number of incidents which, fortunately, never happened.

CURTAILMENT

Due to the progress of the war and diminishing needs for patrol except at principal ports, the only active Temporary Reserve units on duty after the first of October, 1944, were those at Wood's Hole, Cape Cod Canal, Boston, Portland, and Rockland. Activity at Boston and Portland continued until after VE Day, and all were secured on 12 June, 1945.

THIRD NAVAL DISTRICT New York, New York

EARLY HARBOR PATROL: THIRD NAVAL DISTRICT

As in most other Districts, the earliest patrols in the Third were

carried on by the Auxiliary. These operated out of various bases in Long Island Sound, and from City Island after an old pier and building had been leased as a base early in 1942. Temporary Reservists became available during the latter part of 1942, and took over many of the patrols.

HUDSON RIVER UNITS

During the summer of 1941 when the Coast Guard first called upon the Auxiliary to serve in their own craft for definite periods of full time duty, the first patrols were conducted in the Catskill area of the Hudson River. Many industrial plants there needed protection. By July, 1942, 6 boats were in operation, with 26 enlisted TRs between Newburgh and Troy, a distance of 90 miles. The Catskill Yacht Club, finally obtained for a base, became COTP headquarters in August, 1942. Auxiliary patrols were also established in the Albany area. Ice closed the river and operations ceased in October, 1942. The Auxiliary did not resume these patrols, but they were taken over in 1943 by Temporary Reservists.

AUXILIARY BASES

In all, 34 Auxiliary bases were maintained at vital points. Loaned, rented, or built, and maintained without expense to the Coast Guard, they represented a large personal expense to Auxiliarists. Later, when the Temporary Reserve became active, these bases were maintained and manned like Coast Guard stations and permitted satisfactory operations without placing additional burdens on the Coast Guard.

AUXILIARY AND TEMPORARY RESERVE MIXED

Auxiliary operation, as distinct from Temporary Reserve, continued well into 1943 in the Third District. Many Auxiliarists shifted to the latter, but a large number never made the change. The transition to Temporary Reserve was not complete or clear-cut. Auxiliarists and TRs served in the same crews. One reason may have been that the Temporary Reserve in New York was administered entirely by the Auxiliary, and this may have had some bearing upon the fact that Temporary Reservists in this District never were used to an extent even approaching their potentialities.

MECHANICAL BREAKDOWNS

By July, 1942, the floating units were greatly troubled by mechanical breakdowns of Reserve boats. These threatened to reach the alarming proportion of 50% of the craft assigned to the command. An illustration is a report compiled at that time of a weekly average of boats under repair. These figures include some Coastal Pickets not identified with harbor patrol.

<u>Division</u>	<u>Number of Boats in Division</u>	<u>Average % Under Repair</u>
4	14	56%
2	16	44
6	15	42
7	14	42
5	15	39

RESUME OF DUTIES IN OUTLYING SECTIONS

In Long Island Sound, vessels operating from Eaton's Neck Coast Guard Station at Northport, Long Island, performed regular security and boarding patrols and such special details as transfer of crew and supplies to lighthouses, inspection details, and maintenance of patrols about transports and men-of-war in the area, and also performed rescue and investigation duties in the Sound. Under the Captain of the Port at New London, they maintained regular security patrols at Bridgeport, New Haven and New London. The Hartford unit was

some distance from a regular Coast Guard outfit, but the Auxiliary Division captain there was virtually an ACOTP under the COTP at New London. Security and investigation patrols were conducted along the Connecticut River. The Upper Hudson Division of the Auxiliary took over COTP duties at Albany, maintained usual patrols in the Upper Hudson River, and acted in the control and clearance of Government vessels in transit. Ice prevented winter operations. North Jersey assignments were chiefly inlet patrols. In addition to the above, duties in certain areas included:

Blackout Assignments	Escort of Munitions Convoys
Anchorage Patrols	Army Target Towing
Special Harbor Patrols	Crash Boat and Rescue Standby
Shipyards Security	Escort of Naval and Merchant
Policing of Launchings	Ships

Other general assignments such as guarding, directing and identifying traffic through various inlets were conducted along the south coast of Long Island and on the north Jersey coast.

THE PORT OF NEW YORK

The harbor area of New York contains 1,500 square miles, and the total length of the waterfront, including all piers and such, is 700 miles. There are about 900 piers, and a like number of bulkheads and shore wharves operated independently of the piers, together with about 100 ferry landings, 96 carfloat bridges, and about 60 shipbuilding, drydock and repair plants. There are innumerable industrial plants on the waterfront, valued in 1942 at about \$650,000,000 and employing about 1,49,000 persons. In the Constable Hook area alone, there are huge tanks holding more than 7,500,000 gallons of oil and gasoline. Carfloats, tugs, scows, lighters, and barges numbered around 4,500. New York was the largest wartime shipping port in the United States, and at the peak of activity, there were about 380 vessels (exclusive of Navy craft) anchored or moored at New York at a given time. About 1,000 vessels were boarded and examined by the Coast Guard each month. It was obviously essential that port security measures be carried out as fully and forcefully as possible. Harbor patrols were extremely important. Most of these were carried out by regulars, but Auxiliaries and Temporary Reservists were used effectively in certain areas and TRs were intermingled with regulars in many patrol boats.

NEW YORK HARBOR BASES

TRs worked in various capacities at the several Coast Guard Bases in New York Harbor. The main operating base for harbor patrol after the earliest days was Pier 18, Stapleton, Staten Island, in New York Upper Bay. It was excellently equipped and in commission in August, 1942. In addition, it was the headquarters of the Sandy Hook Pilots, facilitating coordination with the Harbor Patrol Fleet, the Port Security Command, and the Naval Port Director. The City Island Base, where the East River and Long Island Sound converge, was leased, augmented, and established early in 1942. A focal point of concentration at the eastern entrance to the Port of New York, it became a boarding station, a headquarters for the Naval Port Director and the U. S. Customs Service, and a base for Hell Gate Pilots. Under the Assistant Captain of the Port, Auxiliaries, and later Auxiliaries and Temporary Reservists, were used on regular fire, security, and anchorage patrols, and in special duties such as the transportation of radio sealing units, gun crews, customs officers and photographers. In wartime, as much use as possible was made of the protected inland route through Long Island Sound, and the Federal anchorages and the City Island area became very active despite the hazards of Hell Gate. Nearby shipyards and anchored vessels needed Coast

Guard protection, and boat patrols became vital. The LaGuardia Airport crash boat which was responsible for saving lives of many plane passengers and crews, was based there. The explosives anchorage at Hempstead Harbor was patrolled from this station. Pier 9, East River, organized as a base early in 1942, was a short distance from the Barge Office at South Ferry, New York. Several new buildings were constructed. The Base housed the administrative and operational offices of the Harbor Patrol Fleet. There was a base at St. George where Temporary Reservists performed many base duties including boat maintenance, telephone watches and sentry duty.

OTHER BASES

The Perth Amboy Operating Base and adjacent waters were in a highly industrialized area having shipyards, manufacturing plants, refineries, powerhouses, vast gasoline tank farms, and important anchorages. Ammunition barges moving between the nearby Raritan Arsenal and the New York area passed through these waters. From the Base, which was a leased armory and adjoining dock facilities, an excellent watch over the waters could be maintained, and harbor patrols operated in that section. The Port Newark Base was originally built by the Auxiliary as a Division base and so used before it was taken over by the Coast Guard in October, 1943. It was commanded and manned entirely by Temporary Reservists. Twenty men were furnished daily by the Northern New Jersey Division. Floating equipment consisted of two patrol boats, a fireboat, and a standby boat. The communications room was well-equipped and, in addition to routine Coast Guard business, the men monitored all police and fire department wave-lengths of nearby waterfront cities and towns. Security watches were maintained at neighboring docks when large vessels were there.

USE OF TRs IN THE THIRD NAVAL DISTRICT

"Temps" as they were called locally, were not utilized as fully in this District as in most others. They never seemed to become divorced from the civilian Auxiliary organization in the minds of Coast Guard officials and many, still yachtsmen, did not want to be. The District Coast Guard Officer apparently never became convinced of their value, and did not take the aggressive interest evidenced elsewhere in building up and utilizing the volunteer organization. Certainly, performance of duty was made difficult. Most were required to serve a stretch of 24 hours each week, which immediately eliminated a vast number of excellent potential members who had to earn a living. There was no general transfer from the Auxiliary to the Temporary Reserve as in most other Districts, possibly because the Auxiliaries were kept active well into 1943. On 30 June, 1945, active and inactive Auxiliary members totaled 9,084, of which only 3,084 were Temporary Reservists and of these, 747 were inactive. Of the "active" members, only 1,901 were in active duty. In outlying areas flotillas operated largely as units, but in the New York City section all were pooled regardless of flotilla, and there were no unit operations. In March, 1944, in New York City with its millions of people, there were 248 Temporary Reservists on landside port security work, and by mid-1944 the "volunteer regiment" numbered some 1,200 men "who performed duties whenever requested by the Coast Guard". There were few, if any, regular security watches for the TRs. Of the 3,372 active Temporary Reservists in mid-1944, only 1,825 were assigned regular weekly watches in the entire District, and of these, many were serving in the Great Lakes area. All TR work was integrated with that of the regular Coast Guard. Artisans were assigned especially to bases where their specialties made them useful. The work done by those fortunate enough to serve on a regular basis was of a highly satisfactory nature.

AUXILIARY VESSELS FINALLY SECURED

Auxiliary vessels were used with Auxiliary, Temporary Reserve, or mixed crews well into 1943. But after the critical part of the war along the Atlantic seemed about over, the use of Temporary Reservists in fields other than harbor patrol seemed clearly indicated. A problem was created, since most were yachtsmen and boat-minded individuals who, for the most part, were not interested in other types of duty. The use of all Auxiliary vessels ceased in the Third District on 8 September, 1943, Auxiliary bases were closed, and the Temporary Reservists in outer localities stood by for whatever further service they might perform. Peak activity had been reached in August, 1943. From August, 1942 to 8 September, 1943, Auxiliary-Temporary Reserve boat-days were 19,862; man-days were 75,068; hours run totaled 159,426 and miles run, 800,359. During this period there had been 8,308 assists and boardings, and 35,867 vessels had been reported.

TYPE OF DUTY CHANGED

From then on, most duty was at stations, and 24-hour periods were still desired. TRs without duty went unassigned. Those who could not or would not perform the requested duties were disenrolled. At first, Coast Guard units needing TRs submitted a request to the District Personnel Officer who, in turn, referred the request to the Temporary Reserve Personnel Officer who then determined availability. The Division captain was then responsible for filling assignments. Often, too few men were available. Finally, the Temporary Reserve Personnel Officer handled the entire District TR personnel as a unit, regardless of organization, and this resulted in serious confusion and difficulty. There continued to be some duty afloat, with TRs assigned to Coast Guard vessels on harbor patrol or transportation duty which were short in their own crews.

SPECIAL INCIDENTS

Experiences on patrol were, for the most part, similar to those of other Districts. Some may be given special mention. A typical instance of assisting small craft was when a Temporary Reserve-manned patrol boat sighted three men trying to keep a small rowboat from swamping in a running sea whipped by a strong wind. Proceeding to the spot, they rescued the men who were nearly exhausted and took the boat in tow. In August, 1943, just before patrol was closed down, a boat from the Patchogue Flotilla rescued 16 persons when a storm capsized five boats in a Sunday afternoon sailboat race off Sayville. The storm broke when the sailboats were half way around the course which two flotilla boats were patrolling. As the boats capsized, the TRs and another Coast Guard vessel gathered up the crews and hauled them to safety. At 0140 on 25 December, 1943, a message was passed to all stations, including patrol bases, to be prepared for an alert at short notice. At 0850 on that Christmas morning the following message was received: "Enemy CV activity expected in area 200 miles east of Bethany Beach (near Fenwick Island), Delaware, late afternoon 25 December, 1943." All stations and ships, not only in the Third but also other Districts, remained on alert until 1909, when the alert was canceled. During the 14 September, 1944, hurricane, which struck all along the middle and north Atlantic coasts, TRs did excellent work. (See Section VII).

ASSISTANCE AT BUS ACCIDENT

On 20 March, 1944, a bus carrying 18 war workers skidded off the Market Street Bridge and into the Passaic River at Passaic, New Jersey, carrying all to their deaths in 18 feet of water. The District Coast Guard Officer dis-

patched a Temporary Reserve-manned patrol boat from the Port Newark Base to the scene of the accident. Despite a combination of blinding snow, sleet and rain, the boat negotiated the several miles of Passaic River channels in fast time. The Commanding Officer of the Base reached the scene quickly by automobile and took charge of salvage operations. Several unsuccessful efforts were made to raise the bus without divers, chains and cables breaking under the weight of the bus. Operations by the six Temporary Reservists halted until arrival of four divers who worked from a float alongside the patrol boat. After laboring well into the night, cables were rigged between the bus and the wrecking crane which had arrived by barge, and the wreckage was raised sufficiently to permit removal of 18 bodies. The Temporary Reservists remained on the scene until all salvage work had been completed.

THE "TURNER" DISASTER

On the morning of 3 January, 1944, the U. S. destroyer TURNER was at anchor about three miles north of Ambrose Lightship. She was under observation of several patrol craft in the vicinity, particularly the CG-83306 and the CG-83337, standard 83-footers. Suddenly, at about 0620, a terrific explosion in the vessel shook the whole area, and was followed by several more. Immediately, six boats manned partly by Temporary Reservists were dispatched from the Rockaway Lifeboat Station, and six others were similarly manned and sent from the Sandy Hook Lifeboat Station, arriving on the scene variously between 0725 and 0755. The two 83-footers which were near the scene at the time of the explosion returned to the Sandy Hook station with survivors at about 0740. The CG-83343 went in with 45 survivors. Thirty-nine were picked up by the CGR-1904 and taken to the Pier 18 Base at Stapleton, Staten Island. Other Coast Guard vessels which had responded picked up several more survivors and much debris, including many confidential publications, codes, blueprints, etc. Between 1030 and 1200, many Naval vessels had reached the scene, and all but one of the Coast Guard craft were ordered to return to their bases. The CG-77003 remained, acting as communications vessel for the Navy until the latter part of the afternoon. The Sandy Hook Station took care of immediate first aid and hospitalization of survivors, assisted later by 11 Navy nurses and 6 enlisted Navy men. Of the 160 survivors of this disaster, 156 were rescued by the Coast Guard in accordance with the traditions of the Service.

GREAT LAKES UNITS OF THE THIRD DISTRICT

The Third District extended to Lake Ontario and included a portion of Lake Erie. On the lake shores there was urgent need for harbor patrol and other port security operations. There were several well-organized lake flotillas including those at Rochester and 6 at Buffalo. These started early as Auxiliary flotillas whose personnel rather generally shifted to the Temporary Reserve. Boat operations were secured during the winter because of ice conditions, and most men took over guard of base duties in the winter. As responsibilities became heavier, drives for new recruits were aided by excellent newspaper publicity at Buffalo and Rochester. In the Spring of 1944, an intensive "boot" training school was set up at Buffalo, providing an 8-week indoctrination course. The men served four 6-hour watches each week (still the 24-hour requirement), and at Buffalo operated the waterfront patrols with a fleet of patrol boats during the navigation season. By 9 April, 1944, the Temporary Reserves were handling 90% of all Buffalo port security work. They inspected incoming and outgoing freighters, barges and oil tankers, checked crew lists, credentials, and safety equipment. Regular shore patrols

were maintained as well as boat patrols. On one occasion, three members from Syracuse joined the regular Coast Guardsmen at Oswego, 40 miles away, in their search for a missing B-24 Liberator bomber which had crashed with her crew in Lake Ontario during a February snowstorm. The value of the Temporary Reservists in the Lake area was indicated by Lt. Comdr. W. L. James of Buffalo when, after a review, he said: "In spite of the excellence of the Spars, there is still duty which can be handled only by men, and without the services of the Reserve, I must admit I do not know what we would do in this District".

FOURTH NAVAL DISTRICT
Philadelphia, Pennsylvania

NATURE OF DUTY
FOR UNITS AFLOAT

The Temporary Reservists enrolled from the Auxiliary in the Fourth District were chiefly boatmen, and performed various duties depending upon changes in the fortunes of war, and the particular needs of the District. Originally, all such units served afloat, first in Auxiliary craft, then in CGR vessels, and finally in regular Coast Guard craft. Not all units were on the seashore or the Delaware River. There were flotillas at the inland cities of Lancaster, Harrisburg, and Reading. The first served on assignments to commercial craft on the Delaware River, the second performed duty at Coast Guard installations in the Harrisburg area, and the last on Delaware River patrols. In the earlier days, patrol duty in boats was carried out all along the Delaware River from around Philadelphia to the sea, and along the Jersey shore inlets. As the war progressed, and patrols in certain areas became unimportant, they were closed down and the men shifted over chiefly to coastal lookout watches, but also guard detail assignments, radio watches, and sentry duty. Duty during service afloat was largely the same as that summarized for all Districts, and came under the respective Captains of the Port. In early 1944, about 200 men were released from duty afloat, and they shifted to guard detail at Philadelphia, standing dock watches in cooperation with, but wholly independent of, the VPSF at that city.

SCOPE OF BOAT
PATROL DUTY

The important river-front areas of the Philadelphia district were covered by patrols afloat. There was a patrol from Essington to Hog Island, and others at Port Richmond (Philadelphia) to Delaware City, Gloucester, Little Egg Harbor, Beach Haven Inlet, Atlantic City, Wilmington, Edgemoor, Lewes, Great Bay, and at other points. In early 1944, there were 661 Temporary Reservists operating 13 boats in the Philadelphia area. In the entire District there were 1,696 on duty afloat, but crews were still short-handed. The draft made heavy inroads on the personnel, and replacements were very difficult. However, morale remained high. A very important patrol was that between Port Richmond and Delaware City, well below Philadelphia. This included the entrance of the Chesapeake and Delaware Canal, as well as Wilmington, and several important anchorages. In February, 1944, a large Coast Guard patrol boat, the CG-79001, was turned over to the Temporary Reserve for anchorage patrols and general patrol of this area. Flotilla commanders were instructed to recommend their best boatmen for this vessel which was manned 100% by TRs. Later, two 65-foot tugs were also turned over to the Temporary Reserve for anchorage patrols and duty as ice-breakers and fireboats. By 30 June, 1944, the number serving afloat was 741; 1,135 were on shore duty of various types, 154 in flotilla administration, and 25 in staff administration, making a total of 2,055. Some further progress was made in enrollments, and the approximate peak was reached about November, 1944.

with 2,125. At that time, all but 11 boat patrols had been secured. Although this reduction was general throughout 1944, some patrols at more vital spots were intensified and improved. For instance, in November, 1944, the CG-65305 was ordered on anchorage patrol between Edgemoor and Hog Island, to be manned by a crew of 10 Temporary Reservists except for machinists mates.

GRADUAL SHIFT
TO DUTIES ASHORE

There was progressive securing of boat patrols, first in outlying locations, and later in areas nearer to shipping concentration. The first general cessation affected inlet patrols, which were closed down on 15 August, 1944. Men who had been serving afloat shifted, for the most part, to coastal lookout and station duty. Radio watch at two river stations was taken over by released boatmen after a brief training course. Men of the Millville, New Jersey, Flotilla who had served during the summer in the Wilson liner CITY OF WASHINGTON, took over the tower watch at Corson's Inlet. Those at Great Bay, New Jersey, transferred practically in a body to Townsend's Inlet lookout tower. Seventeen members from Atlantic City assumed tower watch at Longport, and the Little Egg Harbor Flotilla was assigned to the tower at Bonds Lifeboat Station. Finally, by the end of 1944, 19 lookout towers in the District were being manned 24 hours a day by Temporary Reservists from units previously afloat. TRs transferred also to other important work. For a period, 13 commercial fishing docks at Philadelphia were patrolled to obtain information requested by Naval Intelligence. There was a call for 10 TRs at the Essington Patrol Base to recondition Coast Guard picket boats. Sentry duty was undertaken at the U. S. Immigration Station at Gloucester, New Jersey, a duty which eventually required 175 TRs to relieve 30 regulars for duty at sea. Night sentry and yard watch was taken over by the Wilmington Flotilla, with 42 men relieving 8 regulars.

MILITARY DRILL
FOR BOATMEN

As this type of transfer took place, there was more need for military drill among the boatmen, and in many units this received emphasis. Men of the Wilmington Flotilla, in May, 1944, had a really tough drillmaster in the usually mild-voiced person of Spar Ensign Mina Brown! Despite the fact that this was Ensign Brown's first attempt at drilling men, and the first experience the men had had with a woman drillmaster, the trimly uniformed Spar barked out her orders to 70 stalwart men who obeyed with snap and liked it!

CHANGING NEEDS
CREATED PROBLEM

Changing needs of the Service in this District created a problem in shifting TRs, and in attempting to fit enrollments to these requirements. It was quite impossible to estimate how many men would be needed where and at what time. Duty needed one day might be abolished the next, and a dire emergency which caused enrollment of a large number of men blow itself out and a temporary overflow of men result. The VPSF had one fixed type of assignment, whereas the boatmen were called upon to do almost everything, including guard detail. As duties declined and some men were no longer needed, the District followed the policy of placing them in unassigned status rather than disenrollment, so that they could continue their association with the Coast Guard on a basis of continued friendship rather than complete severance. All remaining boat patrols ended on 8 June, 1945, and all men in this duty went on unassigned status. The work had been largely routine without any outstanding incidents, but as in all port security undertakings, lack of incidents proved the efficacy of the activity.

FIFTH NAVAL DISTRICT
Norfolk, Virginia

THE FIRST ASSIGNMENT

In the Fifth Naval District, which includes Maryland, Virginia, and North Carolina, Auxiliary patrols had been conducted prior to the advent of the Temporary Reserve. Thereafter, steps were taken to enroll Temporary Reservists from the Auxiliary, first at Baltimore, and later in other sections. The first assignment in the District for a few TRs came in August, 1942, when a guard boat was established at Fort Carroll, Baltimore, near Fort McHenry, with orders to keep a continuous watch and to inform the Port Director of all arrivals and departures as well as keep a log of all vessels passing the station. By 26 September, 1942, 118 TRs had enrolled, giving Baltimore enough men to begin regular active duty. Almost immediately, 14 TRs were drafted and certified by their Boards for the regular Reserve. It was planned also to utilize the TRs on regular picket boats, special details on public conveyances, and shore patrol on piers.

FLOATING UNITS AT BALTIMORE

Organization at Baltimore preceded establishment of units at other District ports by a wide margin. The second assignment of this unit was not afloat. In October, 1942, the Captain of the Port at Baltimore requested a detail of 50 men daily for miscellaneous work. Within 30 days the required number were working at Pier 4, covering FBI details, doing Coast Guard Intelligence work, anchorage check-up, ship searching, and any other necessary assignments. The TRs soon were operating two picket boats 24 hours a day, 7 days a week with 3-man crews. By March, 1944, three picket boats were in harbor operation, two other boats were operating at the Baltimore Harbor entrance, and a patrol was being performed in the Middle River around the Glenn L. Martin aircraft plant. This Middle River patrol was established in January, 1943, with usual patrol duties, except that special care was taken in escorting planes to the bay. TRs on this patrol required special training, as the huge planes they had to attend, guard and maneuver in launchings and take-offs were extremely valuable. These duties, and the detail of the control vessel at Fort Carroll, constituted the principal activity of the Temporary Reservists afloat at Baltimore, and continued to 15 April, 1945.

COOPERATION FROM VPSF

Some men were lost in the normal course, and had to be replaced with new recruits obtained by aggressive campaigns, for recruiting was difficult. The peak enrollment of the TRs afloat was reached about June, 1944, when there were 475 members. The Baltimore VPSF began duty in the Fall of 1943, and while they and the floating units were entirely separate, there was normal cooperation between the two despite friction chiefly among officers caused by different standards of determining rank and rate. At times, when there was a shortage of men in the floating units, members of the VPSF were borrowed to fill out crews. Not accustomed to such duty in winter, many found the service rugged, especially in the poorly heated picket boats. Temporary Reserve floating units ceased duty in June, 1945, and went on unassigned status. During performance of the three principal duties of the Baltimore group, 132,449 hours of duty were served at the guard boat at Fort Carroll, 112,488 hours on the Middle River Patrol, and 182,386 hours on general harbor patrol.

OTHER UNITS

Flotillas operating patrol boats were also located at Norfolk, Portsmouth, and Newport News, Vir-

ginia. The middle and southern Atlantic coast flotillas were much slower in forming than those further north. Indoctrination classes began on 1 May, 1944, and the Norfolk Flotilla started patrol on 4 June, 1944. At about the same time, the Portsmouth Flotilla organized, and began its first patrol on the same day. These two operated together, and started patrol with two picket boats and 57 men. Aggressive recruiting drives followed, especially among Navy Yard employees, and the response was gratifying. By the Fall of 1944 they were operating six boats on a 24-hour basis, 7 days a week. A regular motor machinists mate was retained to handle the motors, though the flotillas had men available should he be transferred. In November, 1944, the Newport News Flotilla began indoctrination conducted by regulars. Day and night crews were well balanced. Three picket boats were finally operated by this group. COTP at Norfolk stated that regular and TRs boats were equally well-run, and he could see no difference in their operation. Total man-hours of duty was 86,935 for the Norfolk and Portsmouth units combined, and 17,204 for the Newport News Flotilla.

THE TR UNIT AT WASHINGTON, D.C.

There was no early control by the Potomac River Command, (Washington, D. C.) of pilotage or the Coast Guard Auxiliary. Its function was port security and cooperation in the military defense of Washington. Its main responsibility was protection of the numerous bridges crossing the Potomac, and the Coast Guard maintained 11 continuously-manned patrol stations in important river areas. In mid-1943, when pressure for sending men to sea became great, plans were made for utilizing the Temporary Reserve to relieve regulars. Organization of a TR unit was begun late in August, leadership was arranged, and Auxiliarists were called upon to transfer to the new unit. However, it was not until November, 1943, that organization was completed. The Auxiliary had conducted river patrols, and the new TRs continued with these during organization. Recruiting and indoctrination took some time, and the unit became fully active in March, 1944. Jurisdiction was turned over to the Fifth Naval District on 11 April, 1944, with 90 actively engaged.

BOAT DUTY BY VPSF

The Washington unit differed from most others in that it was considered a VPSF unit (with many Auxiliary members) carrying on river patrols as well as the usual land side guard details, plus duties at the Coast Guard Base. By September, 1944, TR duties consisted of manning 6 patrol boats covering the entire up-river bridge patrols, maintaining base details such as gate watch and boiler watch, service in the fireboat, performing ship guard and driving trucks. Active enrollment reached 364, and total enrollment of men and women was about 400. As in the other sections of the Fifth District, work of the Temporary Reserve units afloat was routine without specific outstanding incidents, but the men and women did excellent work, and the lack of incidents is testimony on the quality of preventive work done.

SIXTH NAVAL DISTRICT
Charleston, South Carolina

THE BEGINNING OF HARBOR AND INLET PATROLS IN SIXTH

Harbor and inlet patrols in the Sixth Naval District (North Carolina to Jacksonville, Florida) were started by Auxiliary flotillas. In the Cape Fear area, a flotilla was organized on 21 December, 1941, and voluntarily guarded for 24 hours at a stretch 4 inlets that break the southeastern North Carolina coast-line. The first patrols in the Jacksonville area were started in June, 1942 at Nassau Sound and Fort George Inlet. The Savannah flotilla

was organized 15 April, 1942, and on 5 June, 1942, began patrolling Wassaw and Ossabow Sounds. The Charleston Flotilla was organized in the Spring of 1942, and the first patrol was undertaken 25 June, 1942, covering 7 inlets. A flotilla at Georgetown was formed on 29 March, 1942, and patrolled inlets, waterways, rivers and bays between North Carolina line and Bull's Bay. Thus, as in many Districts, the Auxiliary started many vital patrols, which were later conducted by temporary members of the Coast Guard Reserve. There were eventually 16 flotillas. By June, 1942, all sounds and inlets on the coast fronting the ocean were covered by Coast Guard, Reserve, or Auxiliary vessels. Enrollment in the Temporary Reserve began in August, 1942, but the transition was very slow. Auxiliary boats were used on patrol well into 1943.

ACCOMPLISHMENTS OF
AUXILIARY UNITS

The Auxiliarists, patrolling to keep unauthorized vessels from slipping

through the inlets and to observe any suspicion of enemy activity, contended with a boiling hot summer sun, and sand flies and other pests. Duty was rugged in bad weather. They patrolled outside the desolate beaches, watched over inland waterways, guarded ships and protected war plants from the water side. They assisted at waterfront fires, and participated in rescues. Twenty-six inlets were patrolled, 300 persons were assisted in the marshes or adjacent waters, and help was given in several plane crashes and cases of craft in trouble. There were 297 Auxiliary craft enrolled in the Sixth District. At first, members collected their own fire arms. At Charleston, one flotilla erected a headquarters building at the Yacht Basin, facilitated by contribution of one member who was a contractor, including labor and some materials. Another "house" was built near the Coast Guard Repair Base at Wrightsville, N. C. This all had a distinct bearing upon the efficiency of the Temporary Reserve to which many shifted late in 1943.

USE OF AUXILIARY
CRAFT DISCONTINUED

Auxiliarists and Temporary Reservists intermingled serving in these

patrols, as in the Third District. About September, 1943, orders were issued to discontinue use of Auxiliary vessels. Several patrols were continued by TRs and plans were laid to use the TRs to a far greater extent. Active recruiting was undertaken, and during the winter of 1943-1944, indoctrination and training assumed substantial proportions. A large number of Auxiliarists became TRs, and the complexion of activities changed. It was at this time that VPSF units were organized.

NEW LIFE FOR THE
FLOATING UNITS

The Sixth District, one of the smallest, got off to a slow start in 1944

when TRs assumed the patrols. Men operating COTP boats in March served 3,054 man-hours. The new basis of operation gave the men new life and enthusiasm, and things moved rapidly from that point. The Cape Fear Division started intensive training about 1 April 1944, with some regulars serving as instructors. The Savannah Flotilla had been inactive for some time, but resumed in earnest about June, 1944, increasing membership substantially. In the Spring of 1944, TRs renewed Jacksonville patrols in Coast Guard craft, after a winter of inactivity. The return to patrol duty in 1944, and the need for additional men was accompanied by much newspaper publicity in an effort to further new recruiting. In many areas it was about the first the public knew of the Temporary Reserve. By May, 1944, 4 COTP boats at Charleston were manned around the clock, patrolling inlets and waterways. At Thunderbolt, Georgia, a picket boat was manned first at night and then on a 24-hour basis. Another flotilla, comprised entirely of fishermen, patrolled from

Sapelo, Georgia to South Edisto, South Carolina. In May, 1944, TRs on duty afloat at 6 ports were as follows:

Wilmington, N. C.	108	Charleston, S. C.	90
Brunswick, Ga.	8	Savannah, Ga.	80
Fernandina, Fla.	20	Jacksonville, Fla.	373

From the Spring of 1944 on, TRs afloat served a total of 228,000 man-hours.

INJURIES

The Sixth District suffered its normal amount of minor injuries while on duty afloat. One bad case was that of Chief Boatswain's Mate H. Louis Tupper, who was seriously injured in an explosion on board the CGR-06462 at Cagers Inlet in August, 1943. He was still on crutches six months later when he attended a flotilla function. This, however, was the only serious accident suffered in the District.

THE THUNDER-
BOLT FLOTILLA

The flotilla at Thunderbolt, Georgia, was composed entirely of fishermen and shrimpers, and served more than 30,000 man-hours each month. The fishing boats carried ship-to-shore radio, and kept in constant contact with the Navy, advising of any suspicious objects or occurrences observed while carrying on their livelihood. These men operated their own vessels at no expense to the Coast Guard, and performed their fair share of rescues.

REDUCTION IN ACTIVITY

All port security duties were discontinued by 31 October, 1944, except at Charleston, Savannah and Jacksonville. On 6 December, 1944, there were 825 active TRs in the District. One 73-footer and 6 picket boats were manned by TRs after that time on a 24-hour basis. These continued into 1945.

TEMPORARY RESERVE
BOARDING OFFICERS
AT CHARLESTON

There were several units in the United States which were unique, performing a type of duty not done elsewhere by Temporary Reservists. Such a unit existed at Charleston, South Carolina. A shortage of Coast Guard Boarding Officers at Charleston was relieved by the Temporary Reserve. Several officers from the units afloat and the VPSF formed a group which took over entirely the duty of boarding merchant ships entering Charleston Harbor. It was the only port in the United States where volunteers assumed the duties of Boarding Officers. Seven officers covered the assignment on a 24-hour basis. In wartime, all ships arriving in port are boarded by a Coast Guard officer who interviews the master and the captain of the Navy gun crew, obtains and checks crew lists, checks food, fuel and cargo and obtains other vital information. These TR officers conducted boarding at any hour of the 24 and in all kinds of weather, being transported by picket boat, and boarding ships under way over a jacob's ladder swung over the side. It was an interesting group of officers. The Senior Boarding Officer was Lt.(jg) B. Allston Moore, a lawyer in civilian life. The others serving with him were Lt.(jg) G. D. Grice, acting president of the College of Charleston, Lt.(jg) W. L. Shaffer, a restaurant manager, Ensign J. K. Donohue, a professor at the College of Charleston, Ensign J. H. Furman, Jr., a lawyer, Ensign T. Peck, a newspaperman, and Boatswain J. A. Ingle, an insurance agent. These men deserve much credit for a difficult and confining duty satisfactorily performed.

SEVENTH NAVAL DISTRICT
Miami, Florida

EARLY OPERATIONS

The Auxiliary started patrol duty in the Seventh

Naval District in March, 1942, but were slow to organize on a Temporary Reserve basis. The ultimate number of Auxiliaries was about 650. Auxiliary craft were used for patrol until early 1944, with Auxiliary and Temporary Reserve crews mixed. This was due chiefly to a shortage of boats. As 1943 wore on, successful efforts were made to build up the Temporary Reserve. By the end of the year there were 947 TRs in all units in the District, including VPSF.

CURTAINMENT WITH PERSONNEL AT PEAK

On 9 March, 1944, Auxiliary vessels used for patrolling inlets and for miscellaneous assignments were relieved of all Coast Guard duty except in emergencies. This left a further shortage of boats, and it was impossible to perform many desirable patrols. At that time, personnel of floating units was at its peak, and distributed as follows:

Unit	Officers	Men
COTP Ft. Pierce	2	62
" Eau Gallie	1	59
" Miami	5	329
" New Smyrna	-	222
" St. Augustine	1	21
" Port Everglades	3	130
" West Palm Beach	2	119
" Tampa	3	123
" St. Marks	-	26
" Tarpon Springs	-	31
" Ft. Myers	-	7

Although boat patrol was largely discontinued in this District, some TRs were able to carry on salt water duty. Temporary Reservists at Miami served on board the Coast Guard examination vessel at Government Cut, and transported boarding officers, checked crew lists, and saw that radios were properly sealed.

THE PROBLEM AT PORT EVERGLADES

Port Everglades had a TR floating unit which eventually had 3 officers and 130 men. There was also a VPSF unit, and the combined strength was 256. The men in the floating unit served 24-hour periods of duty. They manned patrol boats efficiently until 9 March, 1944, when such patrols were discontinued. Despite a resulting drop in morale, the men dutifully transferred to coastal lookouts, and performed this type of duty for 5 months. Toward the end of August, 1944, coastal lookout watches were discontinued, and guard detail was undertaken at the Fort Lauderdale Coast Guard Repair Base and the Navy Ammunition Magazine at Port Everglades. Duty for both the ex-floating unit and the VPSF was the same from then on. The most important and dangerous material at Port Everglades was aviation gasoline. Somewhat similar situations developed at the other ports. Units without boats manned beach towers near Daytona Beach and Palm Beach.

MRS. LINDERMAN CARRIES ON

One boat kept operating after the others had been discontinued in March, 1944. An account published in the Miami News of 16 July, 1944, featured Mrs. Jean Linderman, who lived at her fishing lodge in the Keys, known as Liar's Lair. She was the owner and sole resident (except for a negro chef) of a 16-acre key, and was an enthusiastic boatwoman. Presumably in cooperation with the Auxiliary, she started patrolling the familiar waters adjacent to her home in her own boat in 1942, and finally became a Temporary Reserve Spar with a rating of boatswain's mate, second class. Her patrol continued into mid-1944, and part of her regular assignment was transporting Temporary Reservists for their watches on board a Coast Guard vessel, though details were not given. It is said that, with her knowledge

of the keys and the people living there, she was able to apprehend a U. S. Army deserter. She and another TR Spar noticed that a previously deserted shack was being occupied. Mrs. Linderman contacted the nearest Coast Guard boat and guided it to the spot. The man's papers were not in order, and further check disclosed him as a deserter.

EIGHTH NAVAL DISTRICT
New Orleans, Louisiana

AUXILIARY PATROLS

Auxiliary patrols were organized and operated in the Eighth District at various places in 1942 and the first half of 1943. Apparently little effort was made to enroll Auxiliaries in the Temporary Reserve until the latter part of 1943 (except in the Auxiliary Coastal Patrol). Auxiliaries patrolled in their own boats until about June, 1943, when the Coast Guard had acquired enough vessels to dispense with Auxiliary craft.

CHANGE TO TEMPORARY RESERVE

In June, 1943, when the Coast Guard had enough vessels for harbor patrol in the Gulf ports, such vessels were placed in that duty and efforts were made to establish and build up Temporary Reserve flotillas. The shift to the Temporary Reserve lasted throughout the year. New recruiting for units afloat was undertaken, together with training programs for boatmen. Though in some areas CG boats had been manned by TRs since June, 1943, TRs began handling 3 Coast Guard picket boats at Galveston about November, 1943, and one at Texas City, on day and night patrols. Inlet patrols at Panama City, operated for a short while, were secured 12 November, 1943. At Houston, TRs manned one picket boat and furnished men to spot patrols and fireboats. Duties were the same as in most Districts, with no outstanding incidents. New Orleans was very slow to start floating TR units, but records show that they were operating on 25 May, 1944. Ten months later, TRs at New Orleans were manning 2 patrol boats, and carrying on a recruiting campaign to get more men for additional boats. At Memphis, regular river patrols were maintained, and at times it seemed as if all they had to do was disengage and dispose of debris which accumulated at the giant concrete piles that support the huge bridge spanning the Mississippi at that point. As in all Districts, duty in the Eighth was an unglamorous job of keeping the waterways open for transportation.

ROUGH GOING AT GALVESTON

On 1 February, 1944, the Galveston Temporary Reserve Forces Afloat (as they were known) took over 100% patrol of Galveston Channel and Texas City channel, and operated 6 boats in addition to manning in full or in part, the Galveston Lifeboat Station. At the outset, the Captain of the Port was skeptical of the success of "the venture", and this may have been contributory to the difficulty which followed. In March, he met with officers from New Orleans and Houston to discuss numerous TR operational problems which he felt had become burdensome and caused extra time and effort for his COTP personnel. He was unsatisfied with the state of cleanliness of the patrol boats and felt that, generally, TR operations were not successful. Later in the month the regular Coast Guard took over all patrols, and the TRs found themselves out of work. Reorganization of flotillas at Galveston followed, and in June, 1944, the Temporary Reserve units took over boat patrol again with apparent satisfaction to COTP.

THE MOBILE TEMPORARY RESERVE FORCE AFLOAT

There was an excellent unit at Mobile, Alabama, which, in many ways, was



TRs FIGHT DISASTROUS FIRE AT CLEVELAND, 10 OCTOBER, 1944



SEARCHING RUINS AT CLEVELAND FOLLOWING FIRE AND EXPLOSION ON 10 OCTOBER, 1944

typical of others in the Gulf coast ports. This was organized as an Auxiliary flotilla in October, 1942, and handled two patrols with private boats. In June, 1943, Auxiliary patrols were secured, the men shifting to the Temporary Reserve, and the first boat patrol on "a military basis" was done in October, 1943, guarding Grant's Pass, Pass aux Herons, and Cedar Point. Normal boarding of small craft was done as in most other ports. Soon, two patrols were handled, increasing to three and then to four in the inner harbor, but recruiting was necessary to get the needed men as patrol responsibilities increased. Much publicity was given by local papers and firms, and recruiting efforts were carried on right through to March, 1945. The work of the units was largely routine without special outstanding incidents.

NINTH NAVAL DISTRICT
Cleveland and St. Louis Districts

DISTRICT DIVIDED INTO TWO MAIN SECTIONS

The Ninth District covered, in a general way, the principal waterways of the Middle West. These naturally fall within two classifications, (a) the Cleveland District (and the Lake Michigan area) which embraced most of the Great Lakes region, and (b) the St. Louis District which broadly included the Mississippi, Missouri, Ohio, Cumberland, Illinois, Tennessee, and tributary rivers. Generally, it may be said that the District stretches from Pennsylvania to Colorado and from Minnesota to Alabama. As in other Districts, the Auxiliary was the first organization. It carried on widespread patrol activity in private craft, and its members very largely transferred to the Temporary Reserve when they were called upon to do so.

The Cleveland District

AUXILIARY IN THE CLEVELAND DISTRICT

Many Auxiliary flotillas were formed all along the Great Lakes shores, but the principal ports and units were located at the following places:

Sandusky, Ohio	Port Huron, Michigan
Catawba, Ohio	Michigan City, Indiana
Cleveland, Ohio	Gary, Indiana
Fremont, Ohio	Chicago, Illinois
Mansfield, Ohio	Milwaukee, Wisconsin
Toledo, Ohio	Green Bay, Wisconsin
Detroit, Michigan	Duluth, Minnesota
Fairport, Ohio	

The Auxiliary activity was all harbor patrol with the usual duties. The flotillas, which grew in size and number, did excellent work until the Fall of 1942, when ice closed the harbors. Principal winter activity was training of boatmen, with the usual subjects and systems. Their patrols had been efficient and officials spoke highly of their work.

IMPORTANCE OF GREAT LAKES AS A WARTIME WATERWAY

Great Lakes traffic was of very great importance in the war effort, with its huge movements of grain and iron ore and substantial movements of coal, petroleum products, and general freight. Shipbuilding, especially Naval construction, attained large proportions in the many yards on the Lakes. Saboteurs could work as easily in the Great Lakes area as elsewhere with, they might feel, less suspicion. It was essential that the great steel production centers be fed with every bit of ore which could be transported, and it was necessary that the lakes waterways be kept open and safe, even though the District be far from the invasion coasts of France and the South Pacific. The Coast Guard's vigil 24 hours a day in all sections was a

vital necessity, as well as Coast Guardsmen at sea. Traffic stoppage could have had a serious effect upon speedy prosecution of the war. Temporary Reservists were to step into this duty of guarding the shoreline, docks, vessels, bridges, patrolling the harbors, manning lookouts to relieve regulars, and yet keep the lake waters secure.

FIRST TEMPORARY RESERVE ENROLLMENTS

In the Cleveland District the first Temporary Reserve enrollments were not among the Auxiliarists but among officers in Great Lakes vessels. Car ferries on Lake Michigan carried valuable cargoes which were unprotected from passengers who might be enemy agents. Therefore, many officers in car ferries were sworn in as Temporary Reserve officers early in July, 1942. Three parties were organized to meet the ships as they came in and handle enrollments.

COMMISSIONING OF LICENSED LAKE OFFICERS

To increase the protection of lake carriers, licensed officers of the carriers were commissioned as Temporary Reserve officers. This was an effective means of protection, and allowed withdrawal of the regular enlisted guards for sea duty. Maintenance of such guards had been a heavy drain on regular District personnel. Pilots, also eventually enrolled in the Temporary Reserve, played an important part in the movement of newly constructed Naval vessels to salt water, and between the several Lake ports.

ENROLLMENT FROM THE AUXILIARY

By October, 1942, applicants for the Temporary Reserve from the Auxiliary inquired about its features and were interviewed prior to enrollment. Though progress was slow, due to the approaching ice season, efforts through the winter resulted in substantial enrollments. Much effort was expended in enrolling Coast Guard Reserve craft under supervision of a board of three Coast Guard officers. Such enrollments, however, ceased in December, and by February, 1943, many small craft were being prepared for return to their owners. Yet, in August, 1943, there were still 163 CGR boats in the District, 134 of which were on duty, and 50 being decommissioned and disposed of. During the 1943 summer there was increasing need to utilize the Temporary Reserve to the fullest extent. By September, 1943, these men were performing sentry duty, conducting jeep patrols and manning CGR patrol boats. Apparently both Auxiliary and TR patrols were conducted through 1943. In November, 1943, plans were made to regroup the 44 flotillas half of which were TR units into 54, in divisions smaller than the existing ones in order to facilitate Division Board operations.

THE EFFECT OF GREAT LAKES ICE CONDITIONS

It was impossible to continue Auxiliary and Temporary Reserve boat patrols on the Great Lakes during the winter months. Ice closes the Lakes to navigation in the Fall, and attains almost unbelievable thickness during the coldest part of the winter -- so great that the Coast Guard ice breakers often find it impossible to keep channels open. Temporary Reservists worked as long as possible into the heavy, bitter cold weather, until the ice stopped them, and thereafter had to remain ashore. Keeping the men busy was highly important for organization and morale. They spent the time in training both experienced and inexperienced men. They found many assignments ashore in cooperation with the port security units guarding bridges, piers and ships, driving jeeps, serving at lifeboat stations and lookouts, and engaging in boat maintenance, scraping, painting, and getting everything ready for the next season.

GROWTH OF THE TR
DUTY DURING 1944

fort was made during the preceding winter to establish new flotillas and build up the older ones. By March, 1944, 92 flotillas made up the District complement. Of these, 61 reported that 3,825 TRs had participated in training during the last half of that month. At the Coast Guard depot at Lake Chickamauga, the TRs received practical training in fire-fighting. Temporary Reservists were used to a far greater extent than in 1943; in many places they took over entire patrols. These men by that time had been tested and found highly dependable, well-trained, ready and willing to serve. Morale was high. In April, 1944, TRs began patrol at Chicago. They were also on guard duty at one shipyard where Naval vessels were afloat, but were withdrawn when the Naval Commandant of the District objected to so many men entering the premises. TRs acted as guards on 6 vessels running from Chicago to Duluth, and 130 were being used on the car ferries. A study indicated that 9,867 TRs were needed in the Cleveland District alone, but that complement was never attained. By May, 1944, regular Coast Guard port security personnel had been reduced from 2,050 to 1,047. The Temporary Reserve in the Cleveland District reached its approximate peak in July, 1944, with 6,879 enrolled out of 11,188 Auxiliaries.

NEW BASES

As operations progressed it was found that many boats had to operate too far from their bases. This was remedied by establishing 4 operating bases at distances from regular Coast Guard Bases or stations. These were complete TR units, three on private and one on Coast Guard property. They were equipped sufficiently to allow boat operations from them, and accommodated from 15 to 20 men. Boats being nearer to their assigned areas were then able to spend more time on patrol. There was an interesting addition to the usual training of the unit at Michigan City, Indiana. Besides manning the lifeboat station and assisting in patrols, the TRs worked out joint maneuvers with the Civil Air Patrol, and the TR fleet trained in evasive tactics with the planes. At Wilmette, Illinois, 100 well-trained TRs performed all station duties in an excellent manner. This was also done at some other stations. There was the usual difficulty almost everywhere in getting sufficient men to cover day watches.

THE DULUTH UNIT

At Duluth, harbor patrol men performed 6-hour duty every 4 days, and had a most important assignment patrolling and guarding ore ships, docks, grain elevators, and giving aid in case of fire. In the summer time, about 50 men from the Duluth VPSF were loaned to the floating units. There was special effort here to have the TRs feel that they were an integral part of the Coast Guard, and this contributed much to their high morale. The unit did well at recruiting and had good newspaper publicity. The Executive Officer owned a newspaper!

TRs ASSIST IN
NOTABLE RESCUE

On 12 December, 1943, three fishermen were reported adrift on an ice floe in Big Bay DeNoc, Lake Michigan, during a heavy gale. Coast Guardsmen of the St. Joseph Lifeboat Station succeeded in launching a lifeboat in the 44-mile an hour gale, with the valuable assistance of four Temporary Reservists who cooperated in the rescue and helped make it possible to bring the three fishermen to safety. Ensign (T) Walter Hornstien received commendation from the District Coast Guard Officer, and CMM(T) Marvin A. Merrill and CMM(T) George S. Campbell received citations from the DCGO for "services to the Coast Guard in assisting in the

launching of the St. Joseph Coast Guard Station lifeboat during a 44-mile an hour gale and your devotion to duty during the succeeding 11 hours on 12 December, 1943, while aboard said lifeboat." Ensign (T) Jack R. Gardner, Commander of the flotilla which assisted, also received a citation.

ON GUARD AT AN
UNUSUAL HAZARD

On 6 October, 1944, a pipe line on the dock of the Standard Oil Company at Cleveland broke and gasoline drained into the Cuyahoga River. While this facility was the responsibility of the Army under the Master Inspection Responsibility List, the Coast Guard was vitally interested because of the hazardous exposure to other waterfront facilities. A Coast Guard fireboat was dispatched to the scene and made ready in case of need. Temporary Reservists were strategically stationed at key points along the dock and the Jefferson Street Bridge. All traffic passing over the bridge was stopped and warned against smoking. Continuous standby and patrol duty was maintained throughout the night. The hazardous condition had passed by morning.

EXPLOSION AND
FIRE AT CLEVELAND

At 1440 on the afternoon of 20 October, 1944 there was an explosion of liquid gas stored in the tanks of the East Ohio Gas Company at Cleveland, followed by fire and numerous small explosions. There ensued one of the greatest holocausts in the history of Cleveland. Hundreds of homes were completely destroyed by the explosion, over 150 persons lost their lives, and property damage mounted to between \$5,000,000 and \$7,000,000. While the facility was not under cognizance of the Coast Guard, the fire was of such proportions as to endanger the entire waterfront area. All available Coast Guard personnel and equipment responded to an urgent call. By radio, telephone, and word of mouth, all available Temporary Reservists were ordered to report to the Captain of the Port. Local TR units and those at Lorain and Fairport furnished 453 within a very short time. These men assisted in preventing spread of fire, policed the area embracing several acres of land, protected merchant shops from looting, and uncovered several bodies of persons who had perished. It was generally recognized that the efforts of all Coast Guard personnel prevented spread of the fire and the explosion of 5 tanks of highly noxious and explosive material stored in an adjoining plant which undoubtedly would have resulted. Navy and other personnel also participated. It was three days before all danger had passed and Coast Guard activity there was secured.

CURTAINMENT IN THE
CLEVELAND DISTRICT

By September, 1944, the trend of the war was such that numerous units were advised to curtail their boat patrol activities by changing their daylight patrols from full time to spot check duty where possible. Almost immediately, COTP activities were discontinued in about 35 of the smaller units. Posts of duty at the remaining COTPs for Temporary Reservists were revised, and steps taken to disenroll or place in unassigned status TRs at discontinued units. Through the winter, units were gradually placed in inactive status, and presented with the Security Shield of Honor. Typical of tributes was that of Admiral Waesche when, in December, 1944, units at Sandusky, Fremont, Catawba and Mansfield were placed in inactive status:

"As temporary reservists you have rendered a patriotic and efficient service to America in helping to bring victory in this war. You have had a vital share in maintaining the security of your port and protecting it from the hazards of fire, accident and sabotage. Under the national policy, now that Amer-

ica has pushed our European enemies further and further away from the shores of the United States, it is necessary to transfer the equipment and manpower formerly engaged in port security work in your port for use against the enemy elsewhere."

The St. Louis District

NATURE OF THE ST. LOUIS DISTRICT

The nature of the area and the type of duty needed in the St. Louis District of the Ninth Naval District differed materially from those of the Great Lakes area. The water areas consisted almost entirely of navigable rivers. They were subject to periods of low water, as well as floods and varying hazards. A great volume of river traffic essential to the war transited the Mississippi River and the major tributaries, and much of this consisted of newly built medium-sized Naval vessels on their way to tide water. The larger cities and the 5,000 miles of shore on these rivers required security. Coast Guardsmen were needed for patrol of the dock areas and boat patrol from the water side, but the demand for men at sea was as great here as elsewhere, and Temporary Reservists enrolled from the Auxiliary stepped in and handled the job.

ORGANIZATION IN THE ST. LOUIS DISTRICT

Organization of the units in this area was slightly different from that in other areas in that, while the units consisted of Temporary Reservists enrolled from the Auxiliary, the usual flotilla and division set-up was not used. There was no VPSF as such. The TRs performed the same duties, however, some being assigned to shore guard duty, and others to boat patrol, much as in the First Naval District. There were units comprising about 2,500 at the peak. These operated at the following locations:

Burlington, Iowa
Chattanooga, Tennessee
Knoxville, Tennessee
Louisville, Kentucky
Nashville, Tennessee
Pittsburgh, Pennsylvania
Red Wing, Minnesota
St. Louis, Missouri
St. Paul, Minnesota
Minneapolis, Minnesota

Alton, Illinois
Cincinnati, Ohio
LaCrosse, Wisconsin
Memphis, Tennessee
Peoria, Illinois
Quincy, Illinois
Rock Island, Illinois
Davenport, Iowa
Moline, Illinois
Sheffield, Alabama

DUTIES PERFORMED

In the earliest days of the war, boat patrols were conducted by Auxiliarists in their own craft. In January, 1943, these numbered 1,230 and 1,014 respectively. One of the first transitions to the Temporary Reserve was at St. Louis, where a unit was formed to cover St. Louis and Alton, with an authorized complement of 300. By February, 1943, 294 men had been enrolled and these manned three picket boats 24 hours a day as well as a fireboat, and performed some sentry duty, and work at the District office. Other units were organized. Generally, duties performed were boat patrol of rivers at strategic localities, boat maintenance, fireboat operation, security jeep patrols, guard and sentry duties, boarding and inspection details, telephone communication watches, identification cards, and special pilot assignments. Duties did not, however, extend to escort of LSTs, LCI's, DEs, or security details on board Naval vessels. Routine duties of the above type will not be detailed here, except where there were special circumstances.

GROWTH OF ACTIVITY ALONG THE RIVERS

With the establishment of the 17 units in the St. Louis District, and with active operations under way in the older units, enrollments and indoctrination courses increased.

River patrols were taken over, and regular Coast Guardsmen were released for sea duty in greater numbers. By July, 1943, Temporary Reservists were operating boat patrols at Peoria, Pekin, Memphis, and St. Louis, and were serving on patrol at Davenport, Red Wing, St. Paul, and Louisville. They were patrolling dams at Chattanooga and Sheffield, and were about to take over all boat patrols at Pittsburgh. In March, 1944, with ice about to leave the rivers, patrols were established at Burlington, and Hanley fireboats were manned there. Men from various sections took courses in fire-fighting at the Coast Guard Training Station at Owensboro, Kentucky.

READJUSTMENTS BY NEW DISTRICT COAST GUARD OFFICER

About March, 1944, a new DCGO assumed command, and decided to further improve utilization of Temporary Reservists by intensifying activities where needs were greatest and curtailing them where requirements were diminishing. Changes in the nature and amount of shipping as the war progressed called for such adjustments. After careful inspections, reduced activity was ordered at Owensboro, Tennessee Valley, and Rock Island, and patrols at Burlington, and Cairo were eliminated. Increased protection was needed at Pittsburgh, Charleston, (W. Va.) Louisville, Wheeling, Quincy, Alton and Cincinnati. Much of this increase was due to needs for greater fire protection, particularly at Charleston, Alton and Louisville. At Louisville, the fireboat was manned by 3 regulars and 4 TRs, and plans were made to increase the TR complement. There was moderate reduction in the 300 TRs engaged in patrolling the TVA lakes, apparently known as the TVA Public Safety Service. About 200 TRs at Nashville operated 3 patrol boats and guarded the heaviest traffic in history on the Cumberland River, maintaining patrols for 18 months. The patrol at Quincy, maintained since the early days of the war by regulars, assisted by 19 TRs, was wholly taken over by TRs in 1944 as were the 5 patrol boats at Alton, and the regulars transferred. The augmented unit at Cincinnati, with 300 TRs, conducted boat patrols on the waterfront, escorted Naval vessels on the Ohio River, and inspected river barge moorings.

RELATING TO PASS-AGE OF NAVAL CRAFT

A large amount of Naval craft, built chiefly for the purpose of operating with invasion fleets, was constructed on the Great Lakes and in the major cities on rivers tributary to the Mississippi. These varied in size from small landing barges to LSTs. They contributed a substantial amount of traffic in the Lakes and on these rivers on their way from the builders' yards to tide water in the Gulf of Mexico. There was need for a constant check on their positions and on the availability of patrol boats and cutters, together with alert and well-organized Temporary Reserve units to ensure safe passage through the waterways. Officers and crews of these Navy vessels were generally inexperienced. Piloting on the rivers was different and needed much more local knowledge than elsewhere. The Coast Guard furnished pilots for many of these craft. The arrangement was peculiar in that, being Naval vessels, the pilot had no authority but merely advised the Commanding Officer.

TYPICAL INCIDENTS OF ASSISTANCE

The various units had the usual experience involving assistance to stalled motorboats, aiding drowning persons, or searching for bodies. One incident worthy of special note occurred near Memphis on 10 February, 1944, when there was an American Airlines plane crash with loss of 24 lives. The Coast Guard cutter WILLOW, together with picket boats manned by TRs operating under COTB, Memphis, located the plane which was almost complete-



TWO ELDERLY WOMEN ARE RESCUED BY COAST GUARDSMEN DURING OHIO VALLEY FLOODS



BOY AND DOG ARE REMOVED TO SAFETY FROM PRECARIOUS PERCH ON ROOF OF TEETERING SHACK

ly disintegrated and recovered 5 bodies and several pouches of mail. Actual salvage work was done by the Memphis District Engineers with their heavy floating equipment. Later that month, there was a fire at Wood River Oil Terminal, Illinois, involving a pump barge and dock facilities. The Temporary Reserve crew of the CG-38554 gave valuable assistance during this fire. A loaded oil barge, moored at the facility was greatly endangered by the fire. The master of a commercial towboat nearby, when asked for assistance refused to involve his vessel by moving the barge from the scene of the fire. Thereupon, the crew of the CG-38554 promptly and efficiently effected such removal. The Nashville unit rendered notable assistance when the TRs there saved a family of 6 from drowning when their boat capsized. They also directed and undertook dragging operations for 30 soldiers who were drowned during Middle Tennessee maneuvers.

TEMPORARY RESERVISTS AND THE GREAT FLOODS

The Mississippi River and its major tributaries have the disastrous habit of overflowing their banks and inundating vast areas of rich farmlands, cities and towns. Floods in some sections occur almost every year, but the war years seemed to have more than their share of these aqueous visitations. The Coast Guard was established at or near the affected areas and had many occasions for pursuing its primary peacetime function of rescue and protection of property. Temporary Reservists assisted very materially in these operations though their service was necessarily confined to their immediate vicinities. In general, they aided the regular Coast Guardsmen in all flood relief activities such as loading sandbags for levees, repairing levees, evacuating people and livestock, saving stored crops, and more times than not remaining on duty much longer than their required 12 hours.

SPECIFIC ACCOMPLISH- MENTS IN FLOOD RELIEF

Between 26 December, 1942 and 5 January, 1943, Auxiliary patrols at Pittsburgh, Cincinnati and Louisville assisted in rescue and flood relief work in a manner which brought them praise. Floods in the Spring of 1943 were not serious and involved very few Temporary Reservists, whose units in many areas were just being organized. About the first duty of the Alton unit, aside from routine, was flood work in May, 1943. A specific example during the floods in the Spring of 1944 is that of the LaCrosse unit which evacuated persons stranded on islands and brought them to the mainland. A Coast Guard patrol boat in command of CBM F. H. Grif fin rescued an elderly couple, aged 84 and 85 years, from their flooded cottage on Pettibone Island, and took them to safety.

THE FLOOD OF 1944

Swollen waters of the Mississippi, Missouri, and Illinois Rivers and tributary streams, ravaged the valleys of those rivers in April, 1944, due to excessive rains, and attained a crest of 39.15 feet at St. Louis on 30 April, the highest mark in 100 years. Over 6,000 families were made homeless or otherwise affected, more than 1,500,000 acres were inundated and about 6,000 buildings damaged or destroyed. Relief agencies fed 3,640 persons and sheltered 2,455. The Coast Guard made available all of its facilities in the District, and in cooperation with other agencies engaged in evacuation and other assistance for the stricken population. It is to the credit of the Coast Guard and others that only 6 lives were lost directly attributable to flood waters. Of these, two were Coast Guardsmen performing their duty. Regular and Reserve Coast Guardsmen engaged in these duties totaled 375, and Temporary Reservists, who became an integral part of the rescue forces, numbered over 250.

THE OHIO RIVER FLOODS OF 1945

During the unprecedented three successive floods which inundated the Ohio and Mississippi Valleys in the Spring of 1945, Coast Guard task forces, augmented by aircraft including a helicopter, rescued more than 10,000 persons and evacuated thousands of head of cattle. In addition, they transported food, medical supplies, mail, household effects and such throughout the area and adjacent danger zones. Much new and improved flood relief equipment was used, and much of this was manned by Temporary Reservists who devoted long hours of duty. The TRs provided trained manpower which made it possible for the Coast Guard to carry out operations on a 24-hour basis for the duration of the emergency. At Louisville the TRs played major roles. When residents of a suburban community lost their fight to keep flood waters behind a dyke hurriedly built of sandbags, the Coast Guardsmen were standing by, and evacuated 35 families as water rose 12 feet in a few hours. About 130 TRs assisted in the Cincinnati area, and all hands received much praise and credit.

CURTAILMENT

Toward the end of 1944, port security functions in the 22-State Ninth Naval District were gradually reduced, and measures were taken to discontinue most boat patrols as no longer necessary. It was decided that all TRs in the District would go on unassigned status about 1 January, 1945. It is notable that, in the 1945 flood relief operations, the TRs were on unassigned status, and were called especially for this extra assignment. The words of Captain Roscoe House, District Coast Guard Officer for the Ninth District, uttered at inactivation of the Sandusky flotillas, applied equally to units in the river areas. Said he:

"I must frankly say that I have been surprised and gratified at the enthusiasm shown by men who are past draft age and who have been willing to volunteer for duty as Temporary Reservists in the Coast Guard. This duty required from 8 to 12 hours per week in all kinds of weather. This has entailed a genuine sacrifice on the part of these men in giving up a comfortable evening at home with their families or following other personal pursuits. No one forced these men to stand these watches; there was no compulsion behind it. It had no effect on their draft status and they were not paid for it. There were no ribbons, no citations, no glory, only a job to be done."

TENTH NAVAL DISTRICT San Juan, Puerto Rico

NO BOAT PATROL

The only Temporary Reserve unit in the Tenth Naval District was the VPSF Regiment at San Juan, Puerto Rico. There were no regular boat patrol duties although several VPSF men were, from time to time, assigned to harbor patrol craft to fill out crews short of regular men.

ELEVENTH NAVAL DISTRICT Los Angeles, California

ORGANIZATION

All volunteer Temporary Reservists in the Eleventh District were enrolled from the Auxiliary. The Volunteer Port Security Force was so enrolled. By April, 1943, there were 295 TRs out of 1,450 Auxiliaries. Eventually, the number grew to about 3,100, including the VPSF. There were two principal groups, one at Los Angeles and one at San Diego. The men did general duty, sentry work, jeep patrols, dock guards or, "if lucky, duty in picket boats". Two flotillas consisted entirely of water taxis. Patrol of launchings was always interesting and important. The same top officers served both units ashore and afloat.

NO OUTSTANDING INCIDENTS

As at San Diego, duty at Los Angeles and in the Long Beach area was largely routine, with no outstanding incidents. Routine was broken when waterfront fires occurred, as they frequently did, and nine fireboats were available to combat the flames. Several fireboats were manned by Temporary Reservists. Care in checking crew lists of fishermen, especially those coming in from Mexican waters, was particularly important, to be sure there were no stowaways. An immigration officer was always stationed at the Inspection Barge.

TWELFTH NAVAL DISTRICT San Francisco, California

ESTABLISHMENT OF TRs AFLOAT

Auxiliary patrols in the San Francisco area covered two locations in 1942 and 1943. One of these was off San Rafael, consisting of the degaussing and non-anchorage area, and the other extended from the San Francisco Yacht Harbor to Golden Gate Bridge to Angel Island. About 1 December, 1943, the Temporary Reserve force afloat was belatedly organized from the Auxiliarists. Private craft ceased operation. Many TRs were enrolled during the following months, but for some time performed no active duty because there were no boats. The time was spent in enrolling and training. By 1 April, 1944, 511 members had enrolled and 179 were on active duty at two bases and operating three 50-foot patrol boats, two 24 hours a day and the other 12 hours a day. Patrols were conducted in the vital areas of San Francisco Bay, chiefly on the west side.

FURTHER GROWTH OF THE UNITS

By 19 November, 1944, 656 active members out of a total enrollment of 1,063, were operating from bases at San Francisco, San Rafael, Government Island, Redwood City, and Crockett, providing 100% of the crews for 10 boats, and furnishing some men to assist regular Coast Guard personnel.

PROBLEM OF MORALE

Shortage of floating equipment during most of the active period, and consequent inability to work most efficiently presented a problem. There were times when replacement craft were very short, and some of the boats were badly in need of repair. When the boats were tied up and inoperative, the Temporary Reservists reported for duty only to be sent home, and this continued sometimes for weeks or months. The result was a bad drop in morale, because the men began to feel that they were not needed. Elsewhere in this work it has been said that "necessity of the job" was essential for the morale of volunteers, and that was literally true. The problem was not confined to this District. In many, the problem was solved by keeping the men on duty even though their craft might be inoperative, for there is always work to be done on a boat in the way of maintenance or improvement if such work is allowed.

INCIDENTS ON PATROL

The records of these units indicate that patrols were largely routine with little to break the monotony. Presence on patrol contributed to that fact. One incident which broke the routine was a fire at the Sperry Mills which was discovered and reported by the crew of the CG-50067 patrolling the area. The TRs did excellent work by towing a barge away from the scene, and subsequently assisting at the fire. The crews of the Twelfth District flotillas assisted at other fires and recovered many bodies from the harbor either during patrol or upon being dispatched for that particular duty.

DISASTROUS EXPLOSION AT PORT CHICAGO

A vast amount of ammunition moved through the major Pacific coast ports. One ammunition loading center was at Port Chicago in Suisun Bay, near Vallejo, and a considerable distance from San Francisco. On 17 July, 1944, the steamships QUINAULT VICTORY and E. A. BRYAN were loading ammunition there. It appears that the Coast Guard at the time had no responsibility with respect to that loading. Suddenly, at 2219, both vessels were totally destroyed by a terrific explosion. The pier and buildings of Port Chicago were extensively damaged, all aids to navigation in the vicinity were ruined, a Coast Guard fireboat with its five crew members was destroyed and the crew killed, and 317 other lives were lost, mostly Navy personnel. The Coast Guard immediately established patrols in the area which were maintained for several days, and stopped all traffic until 1000 the next morning. These patrols searched for bodies and removed debris, and later escorted vessels through the channel. On 23 July, assistance was requested from the Temporary Reserves at Vallejo who responded with six boats, and conducted a search for bodies until 27 July, when their activity ceased. During this period, the Temporary Reservists succeeded in recovering 12 bodies from several areas assigned to them.

THIRTEENTH NAVAL DISTRICT Seattle, Washington

AUXILIARY ACTIVITY

On the night of 7 December, 1941, all available Auxiliary members from the 6 flotillas in the Thirteenth District were called out to patrol harbors and waterfronts in areas where flotillas existed, and 210 boats with owners and associate members responded. Most of the men needed training and were not used to Coast Guard patrol, but seriousness and enthusiasm ran high. They challenged each other and reported Navy craft as enemies! There was no District supervision for some time, each flotilla doing as it thought best, some patrolling, others doing nothing. Most patrols operated only at night. In May, 1942, the first educational program was outlined by Auxiliary District headquarters, and this was followed by some flotillas. A school was established at the University of Washington in September, 1942, and 450 completed a 12-week course. Flotilla training programs got under way in November, 1942. In the Spring of 1943, established patrols were carried out. General expansion of the Auxiliary continued up to the summer of 1943, when use of Auxiliary craft ceased except for emergent duty. There were then 2,419 Auxiliary members in the District operating 970 Auxiliary boats on a part time basis.

THE SHIFT TO TEMPORARY RESERVE

During Auxiliary operation and education, the shift to the Temporary Reserve began. It progressed slowly at first, but gathered momentum. With continued operation of the Auxiliary, many saw no reason to shift. TRs gradually became crew members in Auxiliary-manned craft, and finally manned several vessels themselves. In some cases they were placed on board Coast Guard patrol boats manned by regulars to receive training. As additional TRs were placed in the crews, the regulars were removed. The TRs underwent intensive training beginning early in 1943, and put forth a real effort. By the summer of 1943, they were conducting practically all waterfront patrols in the Puget Sound area. Flotillas eventually numbered 48. In June, 1943, the Temporary Reservists were called upon to increase their patrol duties, and a special base was established to facilitate lower Willamette and Columbia

River patrols. The units took over three patrols at night, eliminating use of regulars and aiding the manpower situation.

THE "MAY" INCIDENT

Auxiliarists and Temporary Reservists cooperating with each other, engaged in rescue and salvage operations in the sinking of the ferry MAY which resulted in the loss of 9 lives on the night of 10 February, 1943. The vessel was operating between Russel Moorage and the Vancouver shipyards, carrying 16 passengers and 3 crew. Inclement weather, heavy wind and rain, a generally unstable condition of the vessel, and crowding of passengers to the lee side for shelter caused the vessel to capsize and sink. Five passengers in the wheelhouse above the main deckhouse contributed to a topheavy condition. The CG PHANTOM, the CG-55010-F (fireboat) and the CGR-1317 were dispatched at 2356 when first word of the disaster was received. Meanwhile, CGA-7701 with 2 Auxiliary members on board had proceeded to the sunken vessel and had begun dragging operations. Three bodies were recovered. Nine persons were rescued in a small rowboat by an employee of the Russel Towboat and Moorage Company.

SUSPENSION OF ACTIVITIES AFLOAT

In the Spring of 1943, the DCGO was instructed to discontinue any unnecessary patrols, so he decided all Temporary Reserve and Auxiliary patrols could be dispensed with. Immediate discontinuance was ordered on 22 August, 1943. About 2,300 TRs scattered in units around Seattle, up the Columbia River, and down to Coos Bay, who had spent 16 months on patrol first in their own craft and later as TRs and trained intensively, found themselves inactive.

PROBLEMS DURING INACTIVE PERIOD

From 22 August, 1943 until about April, 1944, a period of eight months the Temporary Reservists in the Thirteenth District miraculously held together without official duties. The efforts of the Temporary Reserve officers resulted in holding every flotilla. There were flotilla meetings, comprehensive training (the men knew not what for), surprise mobilizations, cruises for the benefit of convalescing hospitalized service men, and other incidental activities. During the inactive period, several suggestions were put forward unsuccessfully for the use of the TRs, such as assigning them as crew members of regular Coast Guard patrol craft, to base duty, dock patrols, and such. The TRs plugged on with their training and their meetings.

A NEW LEASE ON LIFE

The break came in April, 1944. Duty was resumed on the 14th. A Volunteer Port Security Force was energetically organized and put to work. On 15 May, 1944, a new District staff for the Temporary Reserve from the Auxiliary was formed. It was to organize and supervise all TR activities for both waterside and shoreside duties. The outfits took on a real military aspect. The Auxiliary remained inactive, but the TRs were called upon to man regular Coast Guard craft and perform other necessary duties. The Temporary Reserve started a period of great expansion. Recruiting was accomplished without advertising, radio, or newspapers. On 29 July, 1944, the following quotas were established for TRs in the more important localities, including officers, enlisted men, and women:

Bremerton, Wash.	120	Tacoma, Wash.	400
Bellingham, Wash.	200	Anacortes, Wash.	40
Everett, Wash.	200	Seattle, Wash.	800
Port Angeles, Wash.	80	Longview, Wash.	200
Astoria, Ore.	200	Portland, Ore.	600
Empire, Ore.	40		

These figures were later increased. Actual resumption of operations on an expanded basis was at 1900 on 14 April, 1944. From then until about the end of the war the TRs served on a 24-hour basis. Patrols were conducted in four major areas, (a) Puget Sound, (b) Columbia River and tributaries, (c) coastal areas largely by fishermen flotillas, and (d) inland waterways, operating on the large lakes in eastern Washington. In all, 28 boats were manned, 12 of which were 38-foot picket boats. On 1 May, 1944, TRs actively engaged numbered 1,683, with many others in training; by the end of May, 1945, the number in the VPSF and on duty afloat had increased to nearly 5,000. The TRs came to be treated by the COTF as regulars, which helped morale tremendously.

SOME PROBLEMS DURING EXPANSION

Rapid enrollment brought about difficulty in uniforming the men, and there were consequent delays in getting newly trained men on duty. The clothing locker seemed always out of stock; in one instance, out of an order for 1,000 uniforms, only 82 were received. After much delay, this was corrected. At Portland, there were some regular Reserve personnel serving in their own boats under special provisions, with TRs assigned to their crews. Some of these regular Reservists were uncooperative with the TRs, and did not allow them to operate the boats, with consequent damage to morale and efficiency. Steps were taken to prepare waivers to the original contracts relinquishing the owners' right to remain on board his own vessel in certain of these cases.

WATERFRONT CONDITIONS IMPROVED

Most duty was routine patrol work without special incident. However, despite many fires at Seattle (nothing approaching a conflagration), the Chief of the Fire Department made the statement in mid-1944 that the city was in better shape along the waterfront than ever before. The absence of large fires, he said, was due principally to the regular inspections of property and fire-fighting equipment by the Coast Guard. He commended the excellent cooperation between the Coast Guard and its Temporary Reservists, and the Fire Department. Auxiliarists and TRs took an active part in May, 1943, in a campaign to clean up the Tacoma waterfront in cooperation with the Tacoma Waterfront Defense Committee. Posters were printed and placed in all plants urging help in preventing fire by keeping the plants clean, and in doing away with refuse on the piers. Some plants hired extra help for cleaning up their premises.

ACTIVITY SECURED

Operations throughout the District were going full blast in early 1945. Effective 1 January, the Coast Guard Operating Base at Portland was turned over to the Temporary Reservists and all regular enlisted personnel except one were withdrawn. Recruiting for more men was actively carried forward, especially at Seattle and Everett. But the war progressed, Germany capitulated in May, 1945, and the work of the TRs was about done. In the last week of June, 1945, TRs afloat at the various operating areas turned in the following man-hours of duty:

Place	Men	Hours	Place	Men	Hours
Seattle	290	5,310	Portland	236	5,304
Olympia	68	758	Everett	78	888
Bellingham	129	1,450	Port Angeles	19	432
Tacoma	105	1,250	Bremerton	28	336
Anacortes	26	216	Marshfield	12	156
Astoria	103	1,236			

Duty ceased as of 30 June, 1945, and members went unassigned. Over 5,000 Temporary Reservists of the District attended their final musters.



REAR ADMIRAL W. N. DERBY, USCG
DISTRICT COAST GUARD OFFICER, FIRST NAVAL DISTRICT

SEVENTEENTH NAVAL DISTRICT
Ketchikan, Alaska

TEMPORARY RESERVE
NOT A FACTOR

Although many CGR boats were used in the Ketchikan District during the war, and there were several Auxiliary flotillas, not-

ably at Wrangell, Petersburg, Sitka and Matlakatla, Temporary Reserve units were not formed in Alaska according to available information. It is said that a few Temporary Reserve officers (possibly pilots) had some special assignments in Alaska from time to time, chiefly from the Thirteenth District, but records of duty performed by them are not available.

SECTION VII

HURRICANE

TEMPORARY RESERVISTS
AND HURRICANE DUTY

One type of activity by Temporary Reservists cannot be classified under Volunteer Port Security Forces, Floating Units, Beach Patrol, or other subdivisions, for all members, regardless of their primary duty, pitched in as one integrated unit when hurricanes threatened or struck. During the wartime period of duty, there were four hurricanes in which Auxiliaries or Temporary Reservists played some part. These were:

- | | |
|-------------------------------|--------------------|
| (a) In western Gulf of Mexico | 28 August, 1942 |
| (b) At Galveston, Texas | 26 July, 1943 |
| (c) Hatteras to New England | 14 September, 1944 |
| (d) Georgia | 19 October, 1944 |

The intensity of all was great in the areas affected, but by far the most extensive of these was the Hatteras to New England hurricane of 14 September, 1944.

MOBILIZATION PLANS
LAID IN ADVANCE

Especially in the southern Atlantic and Gulf areas, where hurricanes are not unusual, District officers foresaw the possibility of hurricane duty. Plans for mobilization were made in advance so that no time would be lost and units would know their duty in such an emergency. At the beginning of the hurricane season at San Juan, Puerto Rico, musters were planned for those who could report on short notice for any needed emergency work. Fortunately, it was never necessary to test the San Juan arrangements. Other Districts had plans of varying extent. Even in New York, where hurricanes seldom occur, elaborate instructions were formulated in the Spring of 1944 by the Commanding Officer of the Harbor Patrol Fleet for procedure in disasters and hurricanes. Specific action for the various patrols was outlined, familiarizing the men with what would be expected of them and making for the least possible delay or confusion. These various plans proved their value.

THE MINOR HURRICANES:
WESTERN GULF

The first hurricane involving the volunteers was that in the western part of the Gulf of Mexico on 28 August, 1942. Auxiliaries were patrolling in their own craft, and the volunteer Temporary Reserve was in its organization stage. This hurricane blew for over a day. Coast Guardsmen rescued 9 persons from dangerous rising tides and surf at Del Mar Beach, Brazos Island, by troop transport truck, saved 88 lives on Matagorda Peninsular and 4 on Matagorda Island, warned all inhabitants of island and other low areas of the approaching storm, and warned and boarded 18 boats. Only one life was lost. The records do not specify activities of Auxiliaries or Temporary Reservists, though it is highly probable that some members participated in these rescues.

AT GALVESTON

The second hurricane of minor extent was on 26-

27 July, 1943, with Galveston as the principal victim. There was much damage, and the Coast Guard rendered considerable assistance during and after the storm. Four stations were evacuated at Port Arthur; and 40% of the stations in the Eighth District showed some damage. One outpost station at Galveston was destroyed.

MERE THREATS

A tropical disturbance of hurricane proportions threatened to sweep onto the coast between Wilmington, North Carolina, and Brunswick, Georgia, in August, 1944, and hurricane plans in these areas were put into effect. Fortunately, the storm veered away and left the section undisturbed. In October, 1944, a hurricane threatened Jacksonville and its beaches, and though it did not actually strike the area in force, over 200 men reported to the Coast Guard barracks in accordance with an official alert. The watch was doubled on all posts due to the port being crowded with storm-bound craft. VPSF units were transported to the beaches and beach cities to handle evacuation of civilians to schools and other established safety centers. A large percentage of officers and men were on duty from 24 to 36 hours.

BLOW AT BRUNSWICK

The fourth hurricane occurred on 19 October, 1944, hitting the area centering around Brunswick, Georgia. The Temporary Reserve there performed many and varied Coast Guard duties of an outstanding nature during the storm. The liberal response to the call of duty and the exemplary manner in which orders were executed regardless of personal dangers were directly responsible for the evacuation of approximately 400 residents from flooded lowlands without a single casualty. This drew commendation from the Acting District Coast Guard Officer of the Sixth Naval District. The Temporary Reservists were officially credited with preventing, through their untiring efforts, initiative, and good leadership, what might have been a serious disaster.

THE GREAT HURRICANE
OF 14 SEPTEMBER, 1944

A destructive tropical hurricane roared northward over the Atlantic Ocean on 14 September, 1944. Moving with great fury from near Cape Hatteras to the Virginia Capes, it resulted in the sinking of the destroyer U. S. S. WAR-RINGTON and the capsizing and sinking of two 125-foot Coast Guard vessels, the JACKSON and the BIDDLE, with heavy loss of life. Leaving in its wake flooded coastal sections, disrupted communications systems and power lines, damaged roofs, fallen trees and general destruction, the storm swept up the Atlantic coast over New Jersey and New York, and on to New England.

COURSE PLOTTED
BY WEATHER BUREAU

The probable course of this hurricane had been plotted by the Weather Bureau, and in most localities, there was ample time for warning the public of its approach. The Army, Navy and Coast Guard, as well as some civilian organ-

izations made ready for the blow. In the First and Third Districts, with the New England Hurricane of 1938 still vividly in mind, every effort was made to prevent similar loss of life and property, and other Districts in the plotted path made ready for any service which the Coast Guard might render. Household-ers were warned to see that everything was secure. Thousands of residents of low-lying coastal areas were warned and evacuated. Small craft were checked and made as secure as possible, many being moved to more sheltered locations. Regular Coast Guardsmen and Temporary Reservists aided crews of vessels tied up at wharves in handling extra lines. Swift mobilization of these agencies in all affected localities before the storm struck is credited with having kept casualties at a minimum.

TEMPORARY RESERVISTS MOBILIZED AT ALL POINTS

From the treacherous Cape Hatteras area in North Carolina to Portland, Maine, the Coast Guard sent calls for Temporary Reservists to report at the various bases, and stand ready to perform any hurricane relief duties which might become necessary. In Districts where plans had been laid for hurricane mobilization, men reported in accordance with prearranged plans. In others, they donned their uniforms and stood by for assignments. Many were immediately posted at critical points. In the First Naval District alone, between 1,500 and 2,000 TRs reported for duty. In the New Jersey Shore Division, 263 men responded, and hundreds in other localities all along the coast assembled at their bases. TRs in the Hatteras area were alerted, but only minor damage and no casualties were sustained in this section. In the Fourth Naval District, total mobilization was 1,121 men. At Boston, the COTP asked for 100 men, and 225 responded. In many areas, Temporary Reservists had been placed in unassigned status, but that made no difference in the response to the call for duty. They became "assigned" with a vengeance for periods lasting from some hours to several days. It is estimated that, throughout the affected coastal areas, about 7,000 TRs augmented regular Coast Guard personnel to save life and property during the emergency. Men who had no specific prearranged hurricane assignments were dispatched as needed to beaches, harbors, waterfront areas, lowlands, and other crucial points.

TIME FOR PREPARATION

Frequent bulletins on the course of the storm had been received in all sections for several days, allowing time for adequate preparation. Key stations on the coast suspended all leaves and liberty. Cottage owners and boat owners were warned, and the Coast Guard assisted the latter in securing and protecting their craft. Some areas were evacuated in advance.

EXPERIENCE AT DELA- WARE BAY ENTRANCE

The suddenness of the storm's arrival is illustrated by this report of the CGR-1172: "I left Cape May coal dock for the pilot station at Delaware Bay entrance at 1300 with the wind northeast blowing about 15 to 20 miles an hour. I arrived at Overfalls Lightship at 1505, wind about the same. About 1507 the wind struck with gale force". The vessel made the harbor of refuge about 5 hours later. At Lewes, Cape Henlopen, the tide began to break over the bulkhead in front of the main Coast Guard Lifeboat Station building at 1645. At 1700, an attempt was made to launch the pulling surfboat as a precautionary measure in saving the lives of personnel, but the doors could not be opened due to the huge waves breaking against them. When sea water rose to two feet on the first floor, all hands were ordered to the second floor. At 1730, the water tank, detached boat house, garages, and all smaller

out buildings were carried away completely. At 1740, the main building was moved 20 feet from its foundation. The water outside was, at this time, too deep to attempt reaching safety at Brigantine City. At 2030, the water began to subside.

LIFESAVING SERVICE ALONG THE JERSEY BEACHES

The hurricane roared on northeastward, striking the New Jersey coastal areas where Temporary Reservists and other Coast Guard personnel had made ready, secured much property, and evacuated many people. But much remained to be done. Many of the 1,121 men from the Fourth District had been or were being sent to the Jersey beaches, and a major part of the mobilization had been accomplished between 1700 and 2400. There were more than enough men for all necessary duty. They served at considerable personal sacrifice, and many placed themselves at the disposal of the DCGO from 14 September until the 23rd, the next week. These men showed remarkable discipline and efficiency. Their service to affected communities was of inestimable value, and the District office later received many letters of commendation and appreciation for the services rendered.

IN SOUTH JERSEY AREAS

The southern New Jersey coast sustained the most damage, and the strength of the storm was felt between 1530 and 1830. The Naval Air Station at Wildwood registered 88 $\frac{1}{2}$ miles per hour, and that at Cape May, 92 miles an hour. Hardest hit areas were Ocean City, Atlantic City and Long Beach Island. Wires were all down for the length of Long Beach Island, and there was no fresh water. Temporary Reservists transported water in milk cans from the mainland. Beach cottages were tumbled about at all angles. Bodies of three civilians were recovered the next morning from Beach Haven Inlet. The Commanding Officer of the Atlantic City group assigned communications trucks at most advantageous points along the coast and was engaged throughout the night in ascertaining damage, offering assistance, and keeping the District Office informed. Many rescues and much hard work were not even chronicled. During the height of the storm, these men were exposed continuously to the danger of sweeping tide water, high winds, and flying debris. A Fourth District report to Headquarters, referring to the Temporary Reserve units, said in part: "These men did a yeoman job for which appropriate thanks have been rendered from practically every municipality along the coast within this District. Such occurrences serve to demonstrate the value of a trained, organized force of men who are willing to volunteer their time and efforts for those principals for which the United States Coast Guard was founded." It was stated that the duties were magnificently performed in accordance with the highest expectations of the Service.

ON THE NORTH JERSEY COAST

In the Third District, the most rugged service was on the New Jersey beaches within the District limits north of Manasquan. Experience was very similar to that of the Fourth District. The Jersey shore suffered terrific damage. One of the biggest jobs was in the Highlands where the bulkhead of the Shrewsbury River broke, inundating the lower part of the area 2 to 8 feet deep. More than a hundred Temporary Reservists set up headquarters at the high school where they were later joined by a Red Cross unit. Fort Monmouth authorities sent cots, mattresses and blankets. Working under orders of the Chief of Police, the TRs evacuated stranded residents who were flooded out of their homes, aided authorities in disconnecting broken gas and water mains, and guarded downed power

lines. First aid was rendered as needed. Four TRs aided in rescuing the crew of a Coast Guard fireboat which had broken its moorings at Atlantic Highlands, gave first aid, removed the rescued men to the sick bay at Sandy Hook, and then guarded the boat until relieved. Three others rescued a Coast Guardsman from the Seabright tower where he had been marooned by high water.

ACTIVITY IN GREATER NEW YORK

The work in Greater New York was less rugged than in some other places, but a large number of men stood by and much constructive work was done. The North Shore Division mobilized at the World's Fair Dock, set up a first aid station, and sent details to the hard hit Flushing, College Point, Bayside and Douglaston areas on Long Island. At Eaton's Neck Station, TRs were dispatched along the shore from Astoria to Port Jefferson chiefly to warn boat owners, secure craft, and take all precautionary measures. The Lower Hudson Division was also alerted. These men saved much property, particularly river craft. One TR at the Shattemuc Yacht Club saved a 42-foot boat from destruction by shinnying along a remaining mooring line 20 feet across the turbulent waters to the boat to secure it with other lines.

DUTY IN CONNECTICUT

Mobilization in western Connecticut worked perfectly. All flotillas reported and were alert. During the height of the storm, two Chief Boatswain's Mates (T) rescued two men from the Sound after their small boat had overturned. Considering the wildness of the water, it was a real accomplishment. In eastern Connecticut, the TRs were alerted but not mobilized, though several flotillas mobilized on their own accords and stood by at yacht clubs to render assistance if needed. During the night 25 men from Devon saved at least 5 valuable pleasure craft from probable destruction.

THIRD DISTRICT APPRECIATION

Out of the hurricane came a new respect for the Temporary Reserves, especially in the Third District. As in some other Districts, the complete story is not known, for many volunteers went out "on their own" without uniforms and worked for many hours before the hurricane hit. All worked long hours securing moorings, recovering drifting craft, evacuating and rendering first aid to victims, salvaging and guarding property, directing traffic and participating in countless other tasks necessary to maintain and restore order, and protect property and lives. Captain R. L. Jack, Commander of the Patrol Force, wrote: "Reports relative to the hurricane of 14 September, 1944 stress the fact that the regular crews of the lifeboat stations in many instances were augmented by a substantial number of Temporary Reserve personnel, who worked energetically and efficiently alongside the regular men in performing all of the tasks brought on by this storm." The Assistant District Coast Guard Officer, Third Naval District, wrote: "Auxiliary-Temporary Reservists are commended for services during this emergency, beyond the regular call of duty."

HEAVY MOBILIZATION IN THE FIRST DISTRICT

With the 1938 Hurricane still vividly in the minds of men in the First Naval District, no chances were taken. From Westerly, Rhode Island, to Portland, Maine, men quickly responded to calls or voluntarily reported for duty. Those reporting totaled 1,500 to 2,000. Small vessels were warned in virtually all District waters and harbors were cleared as far as possible in advance of the storm. As the hurricane advanced, all possi-

ble preparations had been made, and when its first effect was felt, TRs were standing by or out on posts to fill any requirements which might develop. At Boston, the full strength of the blow came at about 2315. The Coast Guard tug OJIBWA was patrolling the harbor, all other patrols having been recalled. Blinker communication was kept with vessels at the anchorages despite the heavy rain. When men began being blown about the deck of the OJIBWA, the signalman was lashed to his searchlight blinker with a heaving line. Winds registered 85 to 98 miles an hour. The howling of the wind and the lashing of the spindrift made the night a noisy one. TRs placed strategically watched lines of various vessels at piers, and some minor damage to boats at piers was sustained. However, advance notice put the situation well in hand, and most TRs stood by for assignments. At Portland, 48 extra men stood by at the fireboat or did extra guard watches.

ASSISTANCE IN SOUTHERN PORTION

The State Pier at Providence was swamped with offers of assistance as the hurricane approached. Of the 450 members available, 105 reported for duty, and many others were told to stand by at home. These men did duty varying from moving stores and ammunition to covering all posts, doubling up roving patrols and standing by on the fireboat. At Plymouth, a portable radio was set up by TRs for use in case regular communications systems became disrupted. Throughout the period many small craft were blown ashore and destroyed, but TRs did excellent work in saving and securing many. Residents in danger zones were warned of approaching wind and water, and steps were taken to care properly for evacuated persons. In most sections, particularly along the southern New England shores, men in various areas assisted in clearing roads of fallen trees, branches, wires and debris, aid persons in stalled motor cars, shut off escaping gas in damaged houses, and helped people to shelter. When store windows were blown out, TRs moved articles in danger of rain damage and stood guard to prevent looting.

THE GLOUCESTER PICKET BOAT STAYS AND TAKES IT

In most areas Coast Guard patrol boats were ordered to seek shelter and stand by during the worst of the hurricane, but not so the Gloucester picket boat. "Through surf and storm, and howling gale" she stayed out and "took" it. In the second phase of the blow in the early morning hours, when the wind shifted to the west, it was impossible to find shelter. She headed into the wind in the middle of the inner bay, kept some headway and steerage, and maintained a lookout on deck. Lookouts had to be relieved every few minutes, because of the terrific weather conditions. Though the rain had stopped, visibility was about zero due to wind, spray and spindrift clipped off the angry seas. It was a bad night for the experienced Temporary Reservists who manned this craft. For two new recruits who were on board, it was an experience never to be forgotten.

FULL FURY IN VINEYARD SOUND

The full fury of the storm was felt at Martha's Vineyard and the Vineyard Sound area was especially hard hit. Torrential rains accompanied the high winds, and a roaring surf with 20-foot breakers smashed at the entire New England coast-line. Vineyard Lightship, a 129-foot vessel, clinging tenaciously to her moorings off Cuttyhunk, was torn by these tremendous seas, the entire superstructure was ripped clean from her deck, and she foundered with the loss of all hands. While most areas in New England suffered from this storm less than in that of 1938, Martha's Vineyard and surrounding sections suffered 50% more damage, and devastation on Cape Cod was appalling. At Martha's Vineyard, 40

dwellings were reduced to matchwood or swept out to sea. Scores of small buildings and garages were destroyed. Over 200 boats were sunk or blown ashore. Bridges were weakened or washed out, seawalls undermined and ruined, and thousands of trees were laid flat. High tides flooded and badly damaged waterfront properties, and the wind seemed to finish anything the flood had neglected.

A TEMPORARY RESERVIST MAINTAINS COMMUNICATIONS

The next morning at Martha's Vineyard, the power plant had been knocked out, and telephones were inoperative. The Coast Guard found itself without radio or telephone communication with the Gay Head Lifeboat Station, and the only means of communication with the mainland was the radio on the picket boat at Vineyard Haven Harbor. Thomas C. Bardwell, a TR of the Vineyard Haven Flotilla and a radio repair man in civil life, volunteered his services and stood by to operate the picket boat radio for 72 hours until regular communications were restored.

EXPERIENCE AT WOOD'S HOLE

Wood's Hole was in the center of the area hit hardest by the hurricane. Before the storm struck, TRs there were posted over an extensive area and roving patrols established. Half-hourly reports to the Base had been planned, but dead telephone lines made this impossible. The Flotilla Commander and an assistant made a tour of the area and at the first and second stations found all men on duty. To cover the fisheries, two men headed out into weather that seemed beyond human endurance, and which would have driven most men to shelter. At the third station, at Wood's Hole drawbridge, the rain and wind had become so terrific that, with the rising tide, identification of all men was prevented. The wind had reached a point where it was impossible for a man to stand without support. At a nearby dock, all TRs there were assisting three fishermen endeavoring to make secure.

FULL FORCE

As the Flotilla Commander proceeded in the pitch darkness over the highway bordering the Sound, he encountered falling limbs and wires. The sea was breaking over the road further on, demolishing the bath houses there, and good sized stones were flying through the surf. The man on duty was instructed to allow no more cars through. The next point of check was at some boat sheds. The six men there were being blown around, but were trying to bolster the doors which were beginning to give way under pressure of the wind. The tide had risen to dock level. The Commander telephoned the Base, lines then being operative, but the noise of the wind prevented making himself heard. On return to the boat sheds, he found them collapsing. Wreckage of all sorts was being washed up the main street from the Sound, including portions of boats, buildings, branches, and various

unidentified objects. The road was still awash, impassable, and filling with debris. Still the tide rose. At Falmouth, trees were falling and wires, torn by the trees, were shorting and shooting sparks. A telephone pole was burning despite the drenching, driving downpour. Upon reaching a railroad crossing, the Chief and his assistant found the crossing signals shorted, lights on and bells ringing, holding up cars on each side. Determining that no train was approaching, they cleared the traffic. On returning to Wood's Hole, they found the roads blocked by huge trees, and the Flotilla Commander proceeded on foot. The noise of the hurricane made the night hideous. The wind reached its peak with gusts of 100 miles an hour. The Chief, upon trying to cross a railroad bridge to reach the Base, was picked up by the wind, carried back the length of the bridge and across the street, and landed on a lawn. TRs remained on duty at the various posts, including the dock where the three fishermen were riding at dock level, and nothing further could be done to hold them. New breaks appeared in the dock, and the TRs on duty there were removed. Streets were filled with a mass of small boats in all kinds of condition.

AFTERMATH

Finally, the wind gradually dropped and the worst was over. The Flotilla Commander was relieved and started home, cutting branches in the street with a borrowed axe to make his passage by automobile. He had to detour through a side road on which was a small bridge. He crossed the bridge seconds before it went out in a surge of angry water. After about an hour of quiet, the wind swung into the west and blew strongly for two hours, but the sky was clear, there was no rain, the tide was receding and further damage was insignificant. Other flotillas in the vicinity of the Sounds also had similar heavy duty that night, and also did much to save lives and property in the approved Coast Guard manner. Damage in New England alone rose to \$100,000,000, with over 30 lives lost.

ACKNOWLEDGMENT OF TR SERVICE

In all sections where the hurricane hit hard and the Temporary Reservists mobilized for duty, municipal, county, and other local authorities were loud in their praise of the work done. As an example, a resolution adopted by the councilmen of Monmouth County, New Jersey, commending the Coast Guard for the services rendered by the Temporary Reservists, was received by Rear Admiral Stanley V. Parker, District Coast Guard Officer, Third Naval District. Other examples have been given. Commodore Wilfred N. Derby, District Coast Guard Officer, First Naval District, wrote to all flotillas which had furnished special details during the hurricane, and thanked them for their assistance. Work during this hurricane was something of a special duty and yet, the Temporary Reservists considered it merely part of their day's work, and they willingly performed any duty in which they could be useful.

SECTION VIII

SPECIAL ACTIVITIES

MANY INCIDENTAL ACTIVITIES

An organization as widespread as the Temporary Reserve was bound to find useful fields of endeavor outside of the primary functions which, broadly speaking, contributed to the morale of the various units, and rendered that additional service which special talents made possible. It is unthinkable, for instance, that a Temporary Reservist with a special talent for lan-

guages should not become an interpreter if the occasion demanded, or that a musician was content merely to walk the docks when his Division needed a military band, or that a magazine editor should not make himself useful in promoting a flotilla, Division or District "house organ". Considering all the fields of livelihood from which the Temporary Reservists were drawn, covering probably literally every business and profession, it is only natural that these

corollary duties sprang up and were most efficiently prosecuted. The attitude of those engaging in these special activities was not that of a man following his hobby. The duty became one to be conscientiously pursued.

FLOTILLA DIVISION
REGIMENTAL OR DISTRICT
PUBLICATIONS

One of the special activities most widely engaged in was the publication of papers or magazines for the benefit of flotillas, Divisions, regiments or even Districts. Units in the larger centers almost invariably had their weekly or monthly literature. In some cases, the District issued a publication available to even the smallest units. These were a very important factor in morale, in keeping units pulling together, and in circulating official orders or comments designed to unify and make more efficient the operations of the several flotillas or regiments. District publications were prepared on a District level, but most were on a flotilla or regimental level and, besides important official matter, contained a wide range of items varying from horse-play in print to lofty poetry and the "Chaplain's Corner". Personnel items were always prominent, with all manner of good-natured kidding. Some of these publications were merely mimeographed sheets stapled together; others were formal jobs done by regular printers. In almost all cases, these were prepared and distributed without charge, costs being absorbed by individuals, companies, advertising, or by donation of time, funds, and facilities by TRs themselves. To the editors should go a great amount of credit for tireless, thankless work which was generally unrealized by the readers. In many cases this was extra duty performed in addition to dock watches or harbor patrol.

SPECIFIC PUBLICATIONS

Several of these publications were notable. The "Norwester" of the Thirteenth District published with aids to the training programs, directives, etc., was influential in keeping the units pulling during the interminable period of inactivity from August, 1943 to April, 1944. Beginning in 1941, it progressed from mimeographed sheets to letter press, and finally to offset printing enabling economical use of photographs. It continued until 1945 in charge of the TR who, in civilian life, was in the advertising and sales promotion business. The editor and associate editor were newspapermen. The staff received commendation from Headquarters and the DCGO for the magazine's appearance and usefulness. The Third District had an excellent, well-printed monthly magazine called "Over the Bow", first published in 1942. This was completely official and never contained gossip, but occasionally carried cartoons relating to the Service or to educational matters. The TR staff received no pay. The "Great Lakes Beacon", published monthly at Cleveland, was a carefully printed, 16-page magazine. The "Log Line" of the Portland, Maine, flotilla and the "Silver Shield" of the flotilla at Providence, Rhode Island, were notable printed monthly magazines.

THE "AUXILIARY PRESS"
OF THE THIRD DISTRICT

The most important and extensive printing and publishing activity was that of the "Auxiliary Press" of the Third Naval District, at 210 Fulton Street, New York City. This was commenced as incidental to the administration of the District Auxiliary, and established in 1942. The building and much of the machinery were donated, and a regular printing establishment was set up for handling all printed matter required by the Director of Auxiliary. Upon the advent of the Temporary Reserve, the press became operated by Temporary Reservists under a TR officer. Some regular Coast Guard enlisted personnel were assigned to the plant. Most of the

art and creative work was done by TRs, and it is said that all women TRs in the Third District were assigned to this office. The Public Printer in Washington, D. C., could not supply immediately as needed all printed forms due to the heavy work-load. Hence, facilities of this Press were utilized in handling a great volume of District printing, including District organization publications, "Over the Bow", manuals for the COTP, telephone directories, and numerous miscellaneous items. It aided the Military Morale, Welfare, and Recruiting Offices of the District by printing posters, menus, programs, and Coast Guard dance tickets and advertisements. It printed most of the material required for the training and indoctrination of Temporary Reservists throughout the country, and from the sale of these publications, the Press operated at a profit. This was used for the continued publication of "Over the Bow" until October, 1945. The volume of work done is evidenced by the fact that the press completed up to 500,000 impressions in a single month. In a typical month, printing jobs completed may be summarized as follows:

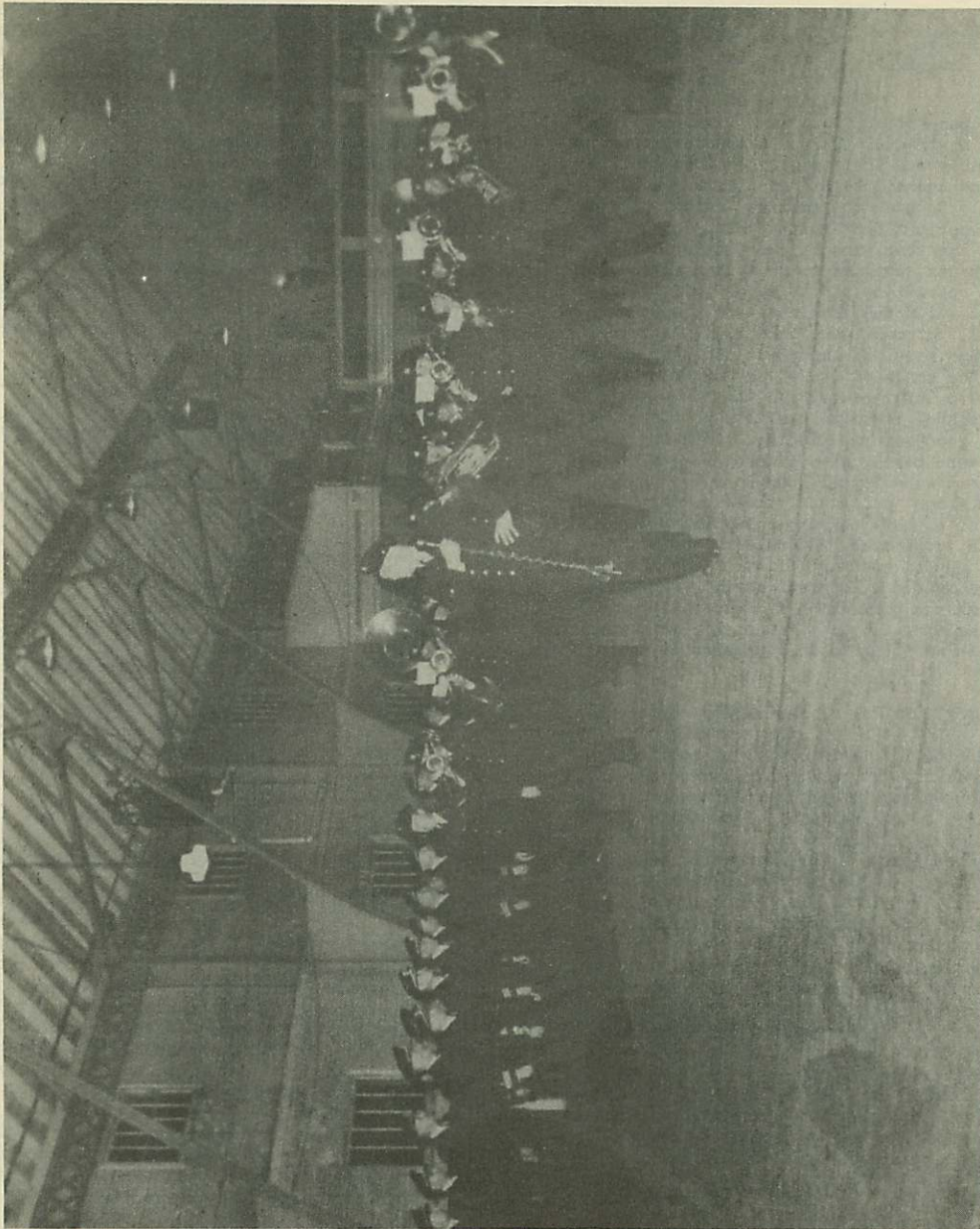
4,000 copies	Port Security Magazine
10,000	Transportation
120	Manhattan Beach Morale Office
125	Public Information
15,000	Transportation
2,500	District Coast Guard Officer
300	Port Security Command
10,000	Public Information
2,000	Ships' Service Stores
1,000	Civilian Personnel
1,000	Intelligence
5,900	Public Information
20,000	Pay Office
3,000	Sick Bay (42 Broadway)
1,000	Supply Office
10,000	Coast Guard Commissary Depot
12,000	Coast Guard Commissary Depot
300	Coast Guard Supply Depot
170	Examinations
4,600	"Over the Bow"
3,200	Manhattan Beach Training
170	Muster
107,385	(Requiring 191,185 impressions)

OTHER LITERARY MATTERS

There were several special cases where Temporary Reservists were called upon to write histories and manuals. Lt.(j.g.) Thomas E. Mikell, of the Philadelphia VPSF prepared a thorough-going manual for training VPSF men which served as a model for other port security forces and became generally used by such units. For this, he received an Acting Commandant's citation. Lieutenant John F. Gummere of the Philadelphia Regiment wrote a fine book on the history of his unit. A Temporary Reservist at Boston compiled a 250-page operating manual for the use of boatmen in the First Naval District under direction of the Captain of the Port. Another prepared a boarding manual for boatmen engaged in handling craft on boarding duty as a result of his extensive experience in this field. Several TR officers in various Districts were designated in 1945 as District Historical Officers to write historical matter relating to Coast Guard wartime activities in their respective Districts. The District Historical Officer of the First Naval District, a Temporary Reservist, wrote a 250-page book on the TRs of New England, the history of all wartime Coast Guard activities in his District, and this history of the Temporary Reserve in the United States.

ARTISAN ACTIVITIES

Men with special abilities were used to good advantage at bases in most Districts as carpenters, radio experts, plumbers, electricians, mechanics,



THE 50-PIECE BAND OF FLOTTILLA 504, SAVIN HILL, BOSTON, PASSES IN REVIEW

painters, sign painters, metalsmiths, and such. This was especially true in the Third Naval District after boat patrol for Temporary Reservists was discontinued, most such duty being performed at the St. George Base, Staten Island. At Boston, where boat patrol and guard detail continued undiminished until the end of the European War, the need for artisan work was fully equal to that of the Third District. To meet this, a special flotilla of artisans was formed, the only one of its kind in the United States. It started to function 1 November, 1943, and continued until June, 1945. Some artisan work was done in other Districts, but on a minor and unorganized basis.

INTERPRETERS

There was need of interpreters at Boston, particularly when prisoners of war were coming in large numbers. Files at the District office were combed for names of men German or Italian, and flotillas were asked to find and list members with linguistic talents. This resulted in a good number of responses. The first use of TR interpreters was made in the Spring of 1943. Requirements expanded. A call for more interpreters was issued by Coast Guard Intelligence. By February, 1945, the Temporary Reserve office at Boston had a list of interpreters representing fifteen different languages readily available for this special duty. Some interpretation of Russian was undertaken in the Thirteenth District. There was need for interpreters in the Fourth District, but it is doubtful if TRs were used there in that capacity.

MILITARY BANDS

Temporary Reserve units in all Districts were occasionally assigned to parade duty, all had occasional reviews, and it was wholly natural that a desire for military bands should develop, especially at ports with a large number of TRs. Flotillas and regiments included in their memberships many amateur and professional musicians who were active in organizing and managing bands many of which were started early in the period of Temporary Reserve duty. These bands usually rehearsed once a week, and with permission of their District headquarters, played at parades in their general localities, at flotilla functions, many public celebrations, occasionally broadcast on radio programs, and accepted no money under any circumstances. Most bandmen were members performing regular boat, guard, or artisan duties, and band work was extra. However, some bands were augmented by men enrolled for the purpose, to provide properly balanced musical organizations. The total number of Temporary Reserve bands is not known, and the following list is not necessarily all-inclusive. Probably the most important and successful bands were these:

Military Band	50 pieces	Savin Hill, Boston, Mass.
Military Band	25 pieces	Portland, Maine
Military Band	25 pieces	Plymouth, Mass.
Bagpipe Band	16 pieces	Winthrop, Mass.
Drum-Bugle Corps		Winthrop, Mass.
Military Band	30 pieces	New York, N. Y.
Military Band	35 pieces	New Orleans, La.
*Military Band	45 pieces	Cleveland, Ohio
Military Band	40 pieces	San Francisco, Calif.

* The Music War Council of America approved, in November, 1944, a distinguished service citation for the Cleveland Band.

RECRUITING

In the effort to relieve regular Coast Guardsmen for sea duty, a drive for SPAR recruiting for the regular Reserve was conducted in 1944. Additional aid was given by temporary members of the Coast Guard Reserve during the late summer. The Commandant and the Chief of the Temporary Reserve Division

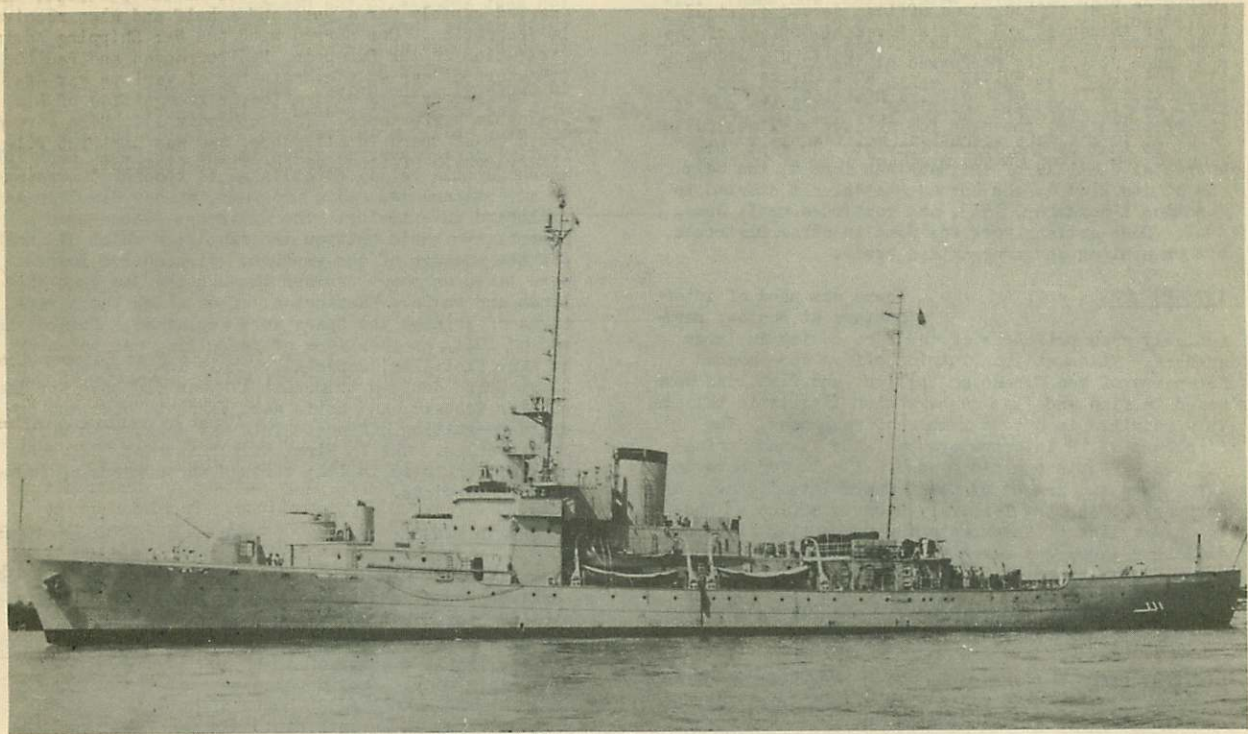
sent appeals to the Commanding Officers of all TR units asking their help in recruiting Spars for the 154th birthday anniversary of the Coast Guard. Meetings of TRs were attended by regular Reserve Spars in furthering the drive. Many women were acquainted with and became interested in the Women's Reserve, and many enlistments resulted. Possibly the most effective assistance was given in the Thirteenth District where Seattle retail establishments sponsored newspaper advertisements, radio programs, window displays and billboard advertising. The drive was placed upon a competitive basis between the flotillas which did much for the success of the venture. Prospective Spars were taken on short cruises through the San Juan Islands and on Lake Washington, after which the advantages of joining the Spars were explained. Toward the end of 1944, another type of recruiting was taken up by many flotillas, especially those inactivated. The Coast Guard decided to recruit 17-year old boys for the regular Reserve, and units were asked to open and operate recruiting offices. This was done, with very good results. The in First Naval District, 224 such men were enlisted in 1945 through the efforts of Temporary Reservists.

BLOOD AND BONDS

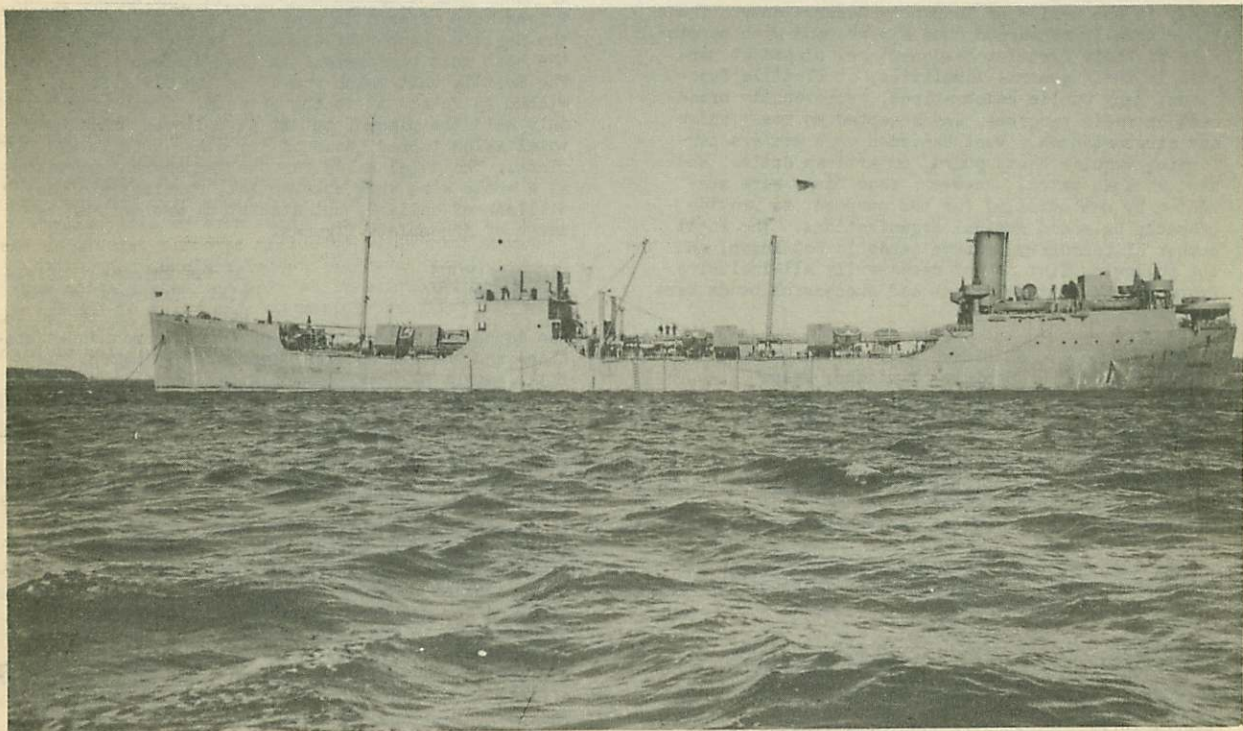
The need for blood plasma throughout the war was critical. Here was one way in which Temporary Reservists could and did contribute generously. Responsibility for donations at the blood banks was undertaken by practically every unit, and it was not uncommon for TRs in a group of 50 or 100 to donate their blood in a body. Many donated several times. One, after having completed 36 hours of duty in an 8-day period, gave his seventh pint. In San Francisco, 36 members donated blood in honor of two fellow volunteers who were making their thirteenth and fourteenth donations. Many became members of the "two-gallon club." All units were closely identified with War Bond drives. Usually, the basis was competitive, both for the amount of bonds bought by the members, and the amount sold. Prizes were offered in many localities. For instance, the Seattle Chamber of Commerce awarded a plaque for the best unit performance in the Thirteenth District. The Seattle unit which won it in the Sixth Drive wished to retain it in the Seventh. Their efforts not only held the plaque, but it is believed that their total sales topped those of any other unit in all Districts. The total sales for the Temporary Reservists as a whole were very substantial, running into many millions of dollars, but statistics are omitted because of incomplete figures.

MISCELLANEOUS SPECIAL DUTIES

In the Thirteenth District, hundreds of fine books were collected for the education and enjoyment of Coast Guardsmen at stations and hospitals. The Olympia, Washington, flotilla taught blinker communication to 35 messengers of the Olympia Office of Civilian Defense to establish emergency means of communication in the event of regular systems going out during air raids. At Seattle and Tacoma, the TRs engaged in city-wide waterfront clean-up campaigns to eliminate hazards, debris, and unsightly articles. A cooking school was conducted in January, 1943, for boatmen under direction of a home economist, to assist cooking in small craft and planning menus. In the Fourth Naval District, 20 persons enrolled under "miscellaneous duty", including men enrolled for dog procurement and training, work for Headquarters in the Volunteer Training Institute at Philadelphia, and assistants for the Senior Women's Officer of the Temporary Reserve. One TR was engineer officer in the Coast Guard-manned transport WAKEFIELD. The Communications Office at Coast Guard Headquarters in Washington, the nerve-center of Coast Guard Communications, had been in charge of a civilian under civil service. He was commissioned a lieutenant in the Temp-



COAST GUARD CUTTER "BIBB", ONE OF THE ORIGINAL VESSELS ON NORTH ATLANTIC WEATHER PATROL



CGC "BIG HORN" SPENT NINE MONTHS ON WEATHER OBSERVATIONS IN THE CRUEL NORTH ATLANTIC

orary Reserve and continued throughout the war in charge of that office. One officer served outstandingly as Anchorage and Ship's Movement Officer of the Captain of the Port of New York, receiving a decoration for his efficient service. Another, as Marine Inspection Officer of the Third District, was charged with the administration of the laws and regulations relating to the safe operation, maintenance and manning of the United States merchant vessels in the

Port of New York and other ports in the District. He served capably for a year and a half and also received a decoration. One served with the War Shipping Administration in the European, Mediterranean and Pacific theaters of war as a coordinator of various war efforts, receiving a decoration in recognition of his valuable performance. (See Appendix I). Some served with Coast Guard Intelligence; one was District Military Morale Officer for the First District.

SECTION IX

ATLANTIC WEATHER PATROL

EARLY WEATHER REPORTING

Weather reporting was handled entirely by the U. S. Weather Bureau prior to 1939. This was done with civilian personnel, and the activity was wholly independent of the Coast Guard. Weather reporting and observation, however, was undertaken by the Coast Guard at that time, and in February, 1941, five Coast Guard cutters were serving as official Weather Patrol vessels. Due to war conditions in the Atlantic, cutters in this service operating out of the First Naval District (their principal base) were relieved of patrol and cruising schedules, but weather patrol continued. In November, 1941, the Coast Guard was transferred to the Navy, but this did not affect the schedule of the five Weather Patrol ships, the HAMILTON, MOJAVE, SPENCER, BIBB, and DUANE. They continued for a while to operate under jurisdiction of the Commandant of the Coast Guard. In January, 1942, all weather patrol vessels became the responsibility of the DCGO, First Naval District, so far as personnel, upkeep, internal control and other logistics were concerned, but the vessels continued to operate under the Commandant. In the Fall of 1942, operations were shifted to the command of CTF-24, U. S. Navy, though the DCGO, First Naval District, continued responsible for logistics throughout the war.

NATURE OF WEATHER PATROL DUTY

Vessels on Weather Patrol originally were 250-foot cutters, but as demands grew due to war developments, there was need for some elsewhere, and they were finally replaced by other craft taken over by the Coast Guard. Some of these were of the cargo vessel type. In August, 1942, the duty was being performed by the MANASQUAN, MANHASSET, MENEMSHA, MONOMOY, and MUSKEGAT. These ships, while on patrol, were open to attack by enemy submarines or surface craft. If so attacked, they were instructed to depend upon vessels of the North Atlantic Fleet for assistance and support. They were, in fact, almost "sitting ducks". The MUSKEGAT was lost without trace 9 October, 1942. Loss of the MUSKEGAT testifies to the ruggedness of this duty and the heroism of the men who kept at sea in all kinds of weather to cruise about in a small radius in complete isolation for a month at a time, dodging submarines and battling storms, winter and summer, to send in the required reports. In March, 1944, four instead of two weather stations were established, and nine vessels were on this duty.

OPERATION OF THE WEATHER SHIPS

Since the Pan-American Airways and Imperial Airways opened New York-Bermuda service in the summer of 1939, the Coast Guard has maintained a special weather watch with monitor stations on board cutters at sea. Early in the war this was broadened to guard planes flying to England over the North Atlantic. The services of the weather vessels became invaluable to surface ships and trans-

Atlantic aircraft. In the air raids over Europe, the Normandy invasion, and other Allied operations, the weather data provided by these vessels was utilized. Reports were assembled and analyzed by various weather establishments, principally the Army Air Force, and ships and planes warned of head winds, storms, icing conditions, and such. Many cutters encountered submarines close to their stations. To minimize the time needed for travel from station to base, the ships for a while used advanced Naval bases, particularly Argentina, Newfoundland. Weather reports were forwarded to base stations from six to eight times daily.

IMPORTANCE OF WEATHER OBSERVATIONS

The strategic importance of meteorological observations from station vessels in the Atlantic was emphasized in 1943 by the Chief of the Weather Bureau in Washington, who said:

"The necessity for maintaining meteorological station vessels in the Atlantic was reviewed by the Joint Meteorological Committee under the Joint United States Chiefs of Staff, Washington. It was the unanimous opinion of Army and Navy representatives that the weather reports from these vessels were among the most vital meteorological information for war operations of the United Nations. The reports were considered indispensable not only for certain plans and operations of the armed forces, but also for the British military activities. The need of more than two stationships in the Atlantic had been repeatedly stressed by British and American transport interests. Upon these two station vessels, depended in large measure, the analysis of weather conditions over the vast expanse of the Atlantic. There were no alternative stations from which to obtain synoptic reports as was the case over most continental regions. The difficulty and hardships of service on these station vessels was fully recognized but the value of their reports more than compensated for those difficulties, and the men so serving were performing duties of high priority in the war effort."

EFFORT TO IMPROVE WEATHER REPORTS

Weather information was so vital that every effort was made to improve the results of the patrols. Some of the converted steamers, slow and sluggish, were replaced by buoy tenders such as the CONIFER, EVERGREEN, and SORREL. They were better sea boats. Generally, they stayed at sea 21 days, and were in port about 10 days for supplies, repairs, and rest. There was a feeling that reports and observations could be improved upon. To further smoother functioning, plans were made in February, 1944, with the Weather Bureau for better administration and greater accuracy in the reports. Accordingly, arrangements were made for the assignment of Aerographer's Mates to the local Weather Bureau office during in-port periods for the purpose of checking reports made during the patrol just completed. A conference was held at Boston on board the weather ship

ASTERION also in February, 1944, between representatives of the Coast Guard and the Weather Bureau, to determine the manner of selection of weather observing personnel for the North Atlantic Weather Patrol. It was agreed that the weather units of specified vessels would consist of a group of 30 Weather Bureau men and 6 Aerographer's Mates who were former Weather Bureau men. Four would be assigned to each vessel. Encouragement was offered personnel of the Weather Bureau to enroll in the Coast Guard Temporary Reserve for part time service as Chief Aerographer's Mates, to be on active duty for the duration of each patrol. About 125 men enrolled on this basis, and thus the Temporary Reserve became actively involved in this important duty. Enrollments were effective 15 April, 1944.

THE CHIEF AEROGRAPHER'S MATES BEGIN DUTY

The Weather Bureau did not force any man to accept duty on "ocean weather". Asked if they would be willing to accept assignment, and knowing the need, most accepted. Probably half the men who served were not subject to draft because of physical deficiencies or family status. Waivers were granted for several with defective eyesight and other difficulties. And it should be noted that these men were doing essential work before entering the Temporary Reserve as weather men. Many had gone out in weather ships as civilians during a period of almost a year before enrollment. For a while, however, they had not been used at sea, the Coast Guard furnishing Aerographer's Mates, 3rd class, but these were inexperienced in comparison with the Weather Bureau men. So the latter were recalled for these assignments. The Commanding Officer of the ASTERION had recommended that these men be militarized to still further their efficiency, and integrate them with the officers and men with whom they were to serve. This had led to the conference on board the ASTERION at Boston, where plans for militarizing them were crystalized. Because of experience and professional ability, all were enrolled as chiefs except a few who were commissioned.

DUTY OF COMMISSIONED TRS IN OCEAN WEATHER

The Temporary Reserve officers from the Weather Bureau on "ocean weather" were all attached to the staff of Rear Admiral Edward H. (Iceberg) Smith, USCG, under Commander Task Force-24, and were stationed at the Naval Operating Base, Argentina, Newfoundland. They had the following duties:

1. Handling of all aerological personnel. These were the Chief Aerographer's Mates, (TR), U. S. Navy Aerographer's Mates, and U. S. Coast Guard Aerographer's Mates.
2. Installation, calibration, and maintenance of all meteorological equipment on board the weather ships.
3. Supplying the ships with meteorological supplies such as radiosonde instruments, batteries, balloons, helium, meteorological forms, etc.
4. Maintaining a supply pool of meteorological supplies at Argentina.
5. Operation of a school for training aerological personnel in all phases of weather observing and related meteorological activities.
6. Direction of the meteorological program on board weather ships assigned to CTF-24.
7. Such other duties as assigned by Commander, Task Force-24.

EQUIPMENT

Small balloons, equipped with an ingenious radio device, were released from the weather ships to provide a continuous record of radio impulses showing the temperature, humidity, and barometric pressures as they rose to heights never before attained by man -- 15 miles or more.

EXTRACURRICULAR DUTIES AT SEA

These men were primarily concerned with weather observations, and this took practically all their time. However, in case of emergency, they had special assignments. General quarters and other drills were held frequently. On one patrol general quarters was sounded just before dawn and dusk every day in a spot where hours of darkness were very few, making it difficult for the men to get enough sleep. The Chief Aerographer's Mates usually had the following battle stations:

Depth Charges	Gunners
Stretcher Bearing	Talkers
Gun Loading	Fire Control
Ammunition Detail	Damage Control

These general quarters duties were not uniformly assigned on all weather ships. In at least one ship the Aerographer's Mates were not allowed to help at general quarters, despite their volunteering, but were responsible only for their records and codes. They were ordered to the mess deck to remain there during the emergency, which was displeasing. In one ship (BIG HORN) the Commanding Officer had the men continue their observations during general quarters because of the importance of their work.

ROTATION ON THE WEATHER STATIONS

There was considerable change in the weather patrol ships during the period of this operation. The original 250-foot cutters were relieved by the converted steamers which, in turn, were replaced by buoy tenders. Finally, almost any available vessel of adequate size was used, and the ships ranged from buoy tenders to the 425-foot, 10,000 ton oiler BIG HORN. As frigates became available there was a shift to that type of vessel. There were advantages and disadvantages in all. Although numerous Chief Aerographer's Mates stayed with one vessel for many months, most were "one trippers", making one cruise in one vessel, and being reassigned for the next patrol. The vessels in this activity also saw much varied service. The BIG HORN, after performing duty for which she was especially fitted, additionally served in weather patrol for about 9 months, and was then attached to the Service Force, Pacific, supporting two fleets in the assault on Okinawa and Japan. Later, she served with occupational forces. This vessel weathered several Atlantic hurricanes with only minor damage, and the weather men assisted the Commanding Officer in locating the centers and avoiding the worst.

OPERATIONS OF THE WEATHER MEN

The principal duty of the weather men was the preparation and release of balloons with instruments and radio devices for registering and transmitting information on temperature, humidity and barometric pressures, recording the readings, and submitting reports on observations. The release of balloons sounds simple to the uninitiated, but it was anything but that. These men were highly conscientious in their duty. Very few observations were missed and then only because of high winds which made it impossible to make the release. Many were made at sea which would have seemed impossible on land. Ingenuity was responsible for much of this success. Occasionally an observation would be missed

when the weather was so bad that the ship could not be headed into the wind to attempt the radiosonde release. However, one Aerographer's Mate states that in 26 months of service, only 2 observations were missed in vessels in which he sailed. In both cases, waves were breaking over the boat deck and the Commanding Officer felt that the risk to men was not worth the observation.

BALLOON RELEASES

this comment:

"The fact that no weather men were lost overboard while releasing radiosondes must have been due as much to luck as judgment. The old rule of one hand for the ship and one for yourself simply could not be used here as both hands were needed on the radiosonde by one man with a two-man release. In high winds we usually used a one man release holding the balloon in one hand and the instruments in the other. We would come out of the inflation shelter and wait for the stern of the ship to pitch up. A release which would not put the instrument into the top of a wave demanded that we turn loose the balloon just as the stern reached the highest point, rather a tricky thing to judge under blacked-out conditions. Sometimes we had to release as many as four instruments with the carrying balloon to get one into the air without the instrument hitting the sea and shorting out because of salt water. Breaking one or two of the large balloons trying to get out of the inflation shelter was so common that the release with only one balloon and one instrument was considered a very lucky observation. The easiest ships from which to release radiosondes were the frigates. They had the least downdrafts from superstructure, the least obstructions aft, and were good riding ships. Unfortunately, the trip from the release deck to the weather office was risky in bad weather. It was necessary to go forward from the release deck, which was the part of the boat deck farthest astern, to officers' country to get a ladder below which would have a door that could be opened safely in rough weather. This made a round trip from the weather office to release deck and back of better than a city block. As waves broke over this boat deck in bad weather, it was not the safest place in the world. One man, a gunner's mate, was swept overboard while on watch just forward of the inflation shelter. My policy was to secure observations when waves started knocking men off their feet on the boat deck. This happened only twice with me in the two years I was at sea."

LONG PATROLS

It was expected that these weather men would return to some East Coast port after each patrol, but use of Argentinia as a sub-base often made this impracticable. While many patrols lasted 21 days after which Boston or another port were made for about a week, some vessels were away for months at a stretch. Many times, these vessels were out of sight of land for a month or more, and life became very monotonous. One outstanding case was a vessel which left Boston on 22 December, stopped at Argentinia one day for fuel, proceeded toward station, stopped to escort a leaking vessel back to Argentinia, proceeded again toward station, sprung a leak herself and returned to Argentinia for repairs, proceeded to station one week later, and spent 22 days thereon, went to Iceland for fuel, staying a week, and back on station another 21 days. From there she returned to Argentinia for 10 days, spent more time on station, and then went to Boston. The ship had been at sea for about 70 out of 90 days. For six full months, there was only one liberty period for the BIG HORN, and that at Argentinia.

SUSCEPTIBILITY OF INSTRUMENTS TO DAMAGE

Weather instruments were susceptible to damage from shock. On occasions depth charges were dropped with serious consequences to the instruments. Microbarographs used for measuring atmospheric pressure were often broken by the terrific shocks received when depth charges were dropped in shallow patterns. Sometimes the weather men had to hold radio tubes in their hands when the charges detonated for otherwise they would have been knocked out of the instruments and broken. In some smaller ships, equipment was shut off between explosions to prevent breakage of tubes.

RELATIONSHIPS WITH REGULARS

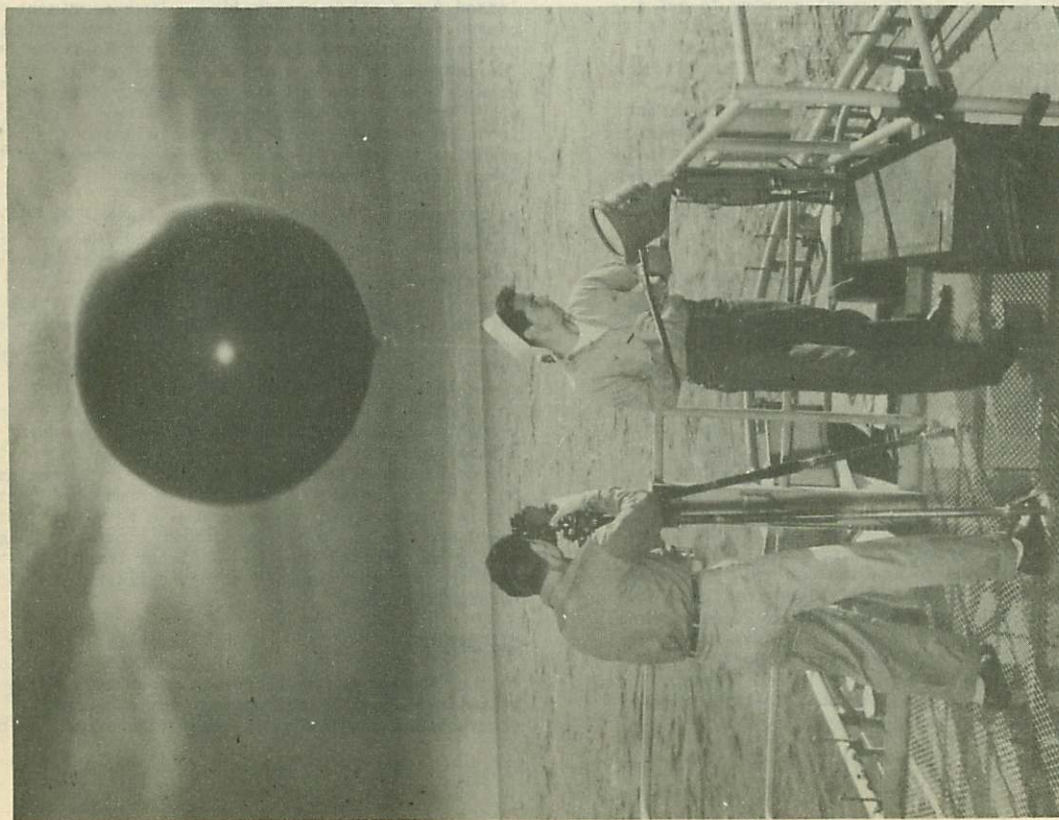
All of these weather Temporary Reservists had chief's ratings except for a few officers. Ages ranged over quite a span, and toward the end there were some chiefs in their late 'teens. Some of the old-time four and five hitch chiefs who had spent most of their lives at sea looked over these boys who had never been out. They had varying thoughts most of which were private outside of their own quarters. At first, (and with some the feeling persisted), the regular chiefs did not consider the weather men as chiefs. They certainly were not officers, and there was no place for civilians. So they were just "something" all by themselves. Gradually, after a few patrols, the feeling almost disappeared, and except for a few hard-bitten old-timers, they became accepted with little discrimination. Soon, these men received full cooperation from the regulars. They were better observers and radiosonde operators than the regulars; the men's spirit was such that their work had to be done regardless of risk; ocean weather was part of their career. They knew they were doing a very necessary job, and their morale and efficiency remained high. This attitude, their seriousness and efficiency, came to be generally recognized and respected. There was, however, one annoying lapse on the part of an officer after a balloon had been released for a pibal observation. Much merriment was caused when this officer used the balloon for target practice, but it was not at all funny to the observer. The latter, in fact, started for the bridge with very grim determination but was fortunately detained. The only further result of this episode was a formal offer from the weather crew to inflate balloons for target practice if the officer would leave observation balloons alone. There was no recurrence.

MISCELLANEOUS INCIDENTS

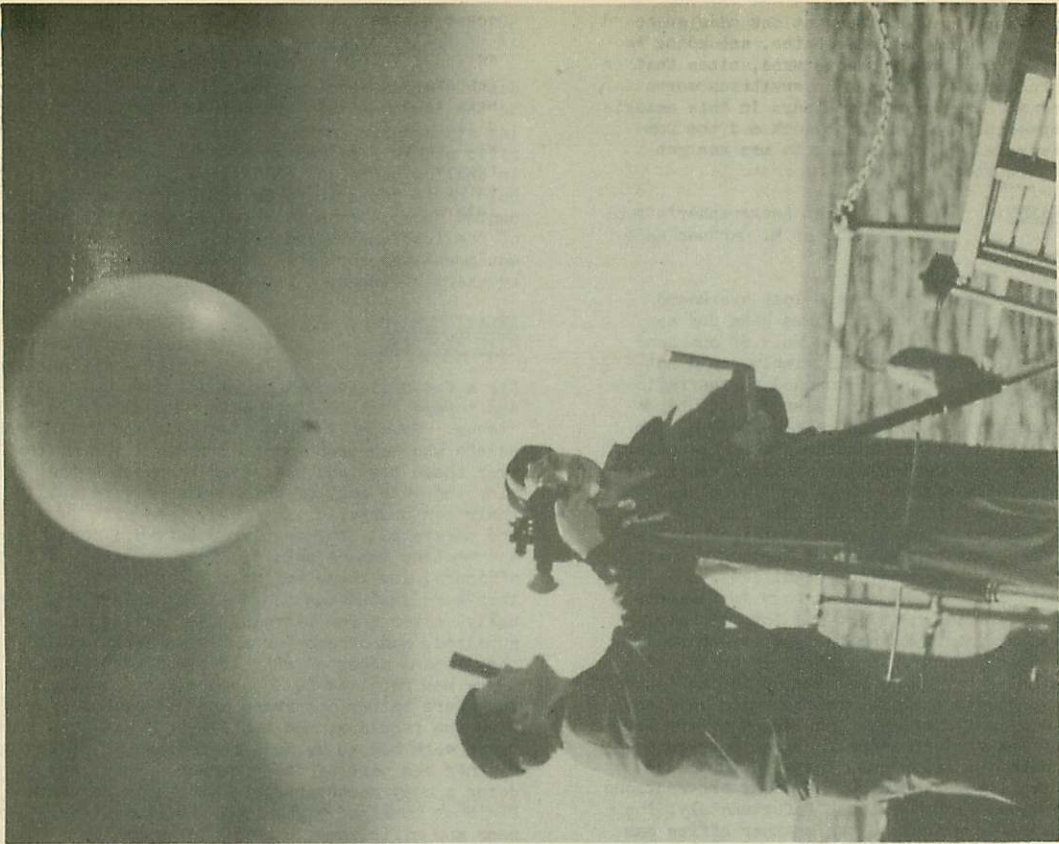
The weather was generally bad and the work continuous, but otherwise patrols were usually dull. Occasionally something happened to relieve the monotony. There was little opportunity for heroic deeds. Fishing was popular off watch and when conditions were right, and although catches were rare, such fish as were caught were well worth the effort. The weather chiefs had turtle soup one night. A small boat was lowered and a turtle brought on board. During the process, an escort of a passing convoy noticed something going on and thought the Coast Guard vessel was in trouble. It was necessary for the latter to signal that they were just turtle-hunting. On one occasion, a Navy man went overboard and was not picked up for 20 minutes. Seagulls seeing him decided they had a dinner there, and the man had to fight them off with the flashlight attached to his life ring.

EVALUATION

In general, it may be said that the use of Weather Bureau men as Temporary Reservists on the Atlantic Weather Patrol proved very successful. The accuracy and continuity of observations made on board



AEROGRAPHER'S MATE'S CHECK COURSE AND SPEED OF BALLOON
WITH THE AID OF A THEODOLITE AND GYROSCOPIC COMPASS



COAST GUARDSMEN MEASURE THE DIRECTION AND VELOCITY OF THE WINDS
AT GREATER ALTITUDES BY CHARTING THE COURSE OF THE PILOT BALLOON

ships having TRs surpassed observations made on board ships having Navy Aerographer's Mates, according to intelligent opinion. This was natural, since Weather Bureau men had more experience in weather observation, having spent an average of five years in this activity. Most were college graduates. This precedent should be extremely useful in any future emergency. Commander C. L. Jordan, USCG, Commanding Officer of the CGC BIG HORN, who observed the work of the Weather Bureau men in his vessel during its nine months on

ocean weather duty, paid this tribute:

"Without in any way detracting from the services of Temporary Reservists who were not liable to military service and devoted hours on cold waterfronts in addition to full time jobs, the services of the TRs on weather patrol were equal to the toughest duty of any regular or regular reserve from the point of personal exposure and sacrifice, and subordination of self-interest."

SECTION X

COAST GUARD PILOTS

THE PILOT ASSOCIATIONS

Pilotage is compulsory in most of the principal ports of the United States, and in certain bays and rivers. Pilots usually cruise off the entrances of harbors to intercept incoming vessels, and are available at the ports to handle outgoing craft. Certain vessels are exempted from compulsory piloting. In order to conduct piloting efficiently, most States license their pilots and place them under State regulation. Pilots of a given port, as an aid to well-organized operation, usually belong to a Pilot Association through which their operations are handled and controlled, with headquarters on the waterfront and suitable communications. These pilots are under command, so to speak, of the "senior pilot", and one of their number is usually designated as manager to handle records, logistics, and other matters of a business nature. There is, ordinarily, only one association at a port. These men are charged with responsibility for safe navigation of vessels requiring pilotage from the time of leaving the open waters off a port until the vessel has returned to those open waters. Most associations own one or more pilot boats, generally schooners, which lie off the entrances with pilots available for those who may need them. Often these vessels are on station a week at a time, and at some ports that is routine. The Pilot Associations (terminology differs with localities) see that work is properly distributed among the members, and that pilots with specific abilities are assigned to special jobs requiring them.

PILOTAGE IN WARTIME

During wartime, pilot assignments are something of a cross between duties of their peacetime profession and those imposed upon them by the stresses and needs of war. In earlier wars there were fewer involvements with foreign powers, less complicated logistics, and considerably more freedom of action than developed in World War II. In the recent emergency, the mechanics of war became more technical and created a situation far more complicated than ever before. Practically all lines of action, and particularly piloting, had to adhere more strictly to military procedures.

CAUSES LEADING TO MILITARY CONTROL

In the early part of 1942, considerable thought was given to the matter of closer coordination of the pilotage systems with the military organization. Then several occurrences emphasized the necessity for gearing pilotage to the machinery of war. On 1 May, 1942, a large, heavily laden motor vessel collided with the Pennsylvania Railroad Bridge on the Chesapeake and Delaware Canal and had to be grounded. The vessel had been proceeding without the assistance of a tug, and failed to respond to the helm in time to avoid collision. Traffic in the Canal was delayed several hours. There followed, on 28 June, 1942, another serious accident.

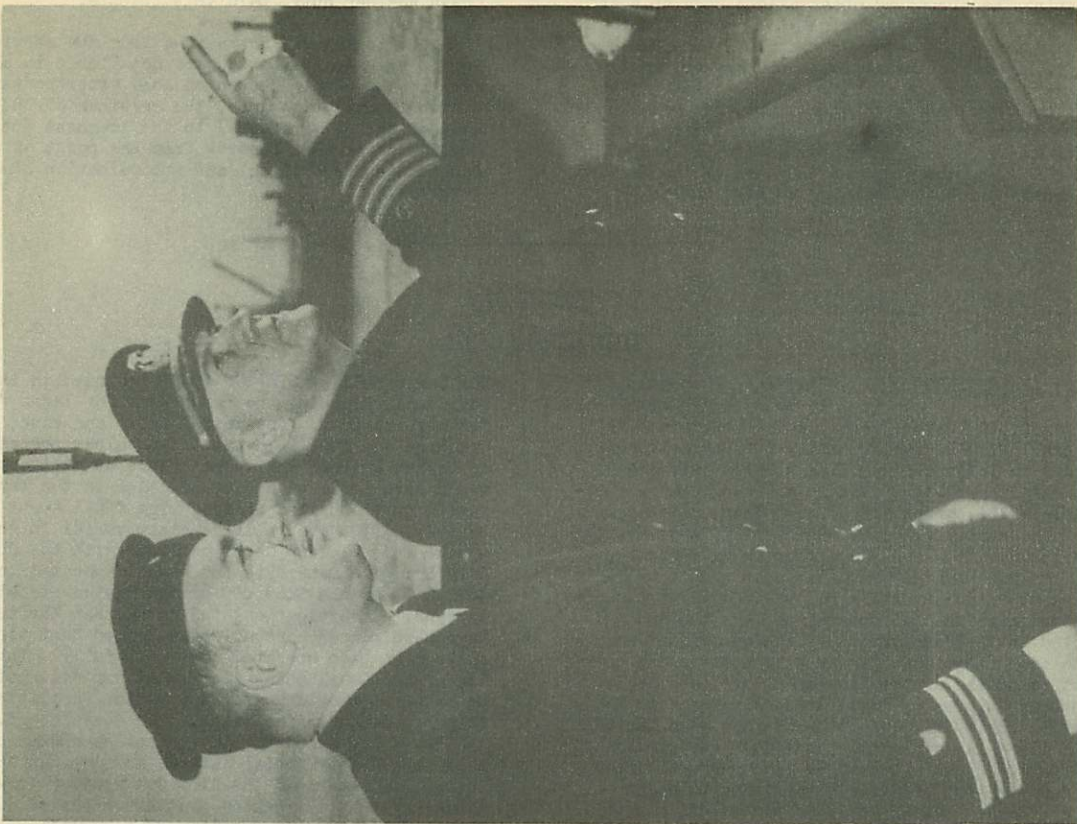
The large collier STEPHEN JONES grounded in the Cape Cod Canal, blocking the passageway for large vessels for several days. The vessel split and sank, and the wreckage was finally dynamited to clear the channel. It became evident that some scheme of military control would have to be placed on pilotage in the territorial waters of the United States. The final event came on 28 July, 1942, when a large steam vessel in the Chesapeake and Delaware Canal collided with the Chesapeake City Bridge. Damage to the vessel amounted to about \$230,000 and the \$469,000 bridge was completely destroyed. Investigations indicated that the tugs could have been placed more effectively and that the engines might have been operated more skillfully. The blocking of the Canal this time caused immediate steps to be taken to provide safer and better facilities for ship movements in the Canal. The Coast Guard, under the Navy, had authority to control movements of vessels in all territorial waters, and this authority was invoked in waters of the Cape Cod Canal. It was then mandatory that all United States vessels of over 100 tons and all foreign vessels carry accredited pilots while in these waters. This was a definite step toward military control of pilotage.

CONTROL OF PILOTAGE AUTHORIZED

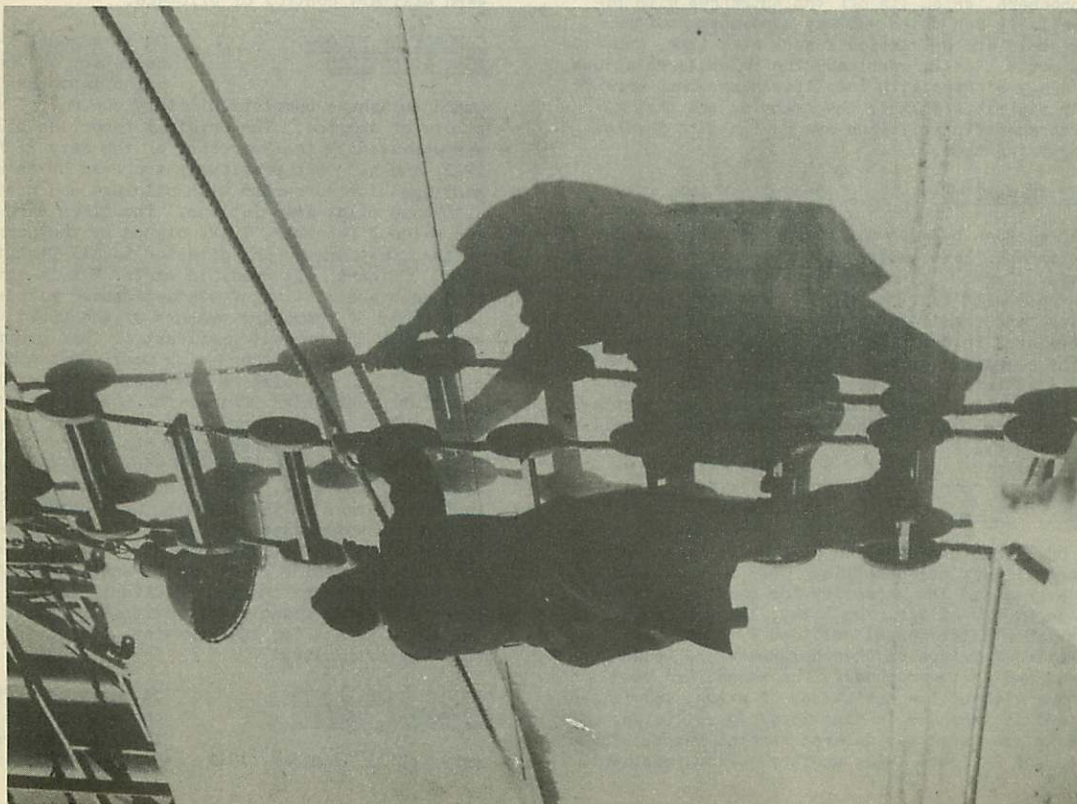
On 18 August, 1942, the Secretary of the Navy authorized the Coast Guard to assume complete military control of the State pilots of America. The original report on pilotage was approved by the Secretary of the Navy 27 November, 1942, and had been previously approved by those government agencies concerned with pilotage and accepted by all State pilot associations. The first directive was dated 4 December, 1942, signed by the Commandant of the Coast Guard, and directed to all District Coast Guard Officers. It read, in part: "It is intended that each association of state-licensed pilots operate as a group of temporary members of the Coast Guard Reserve with the present president of that group acting for the duration as the Senior Coast Guard Officer attached, and who will be responsible directly to the District Coast Guard Officer for the efficient operation of that pilot group." In some cases geographical location made it desirable for the Senior Coast Guard Officer of the pilot group to work directly under the Captain of the Port. It was not expected that any radical changes in the piloting procedure would be indicated in most cases. It was decided that the rotary system of assignment would not be rigidly adhered to, and that the Senior Pilot should assign to the most competent officers the most difficult tasks. This plan provided a means of operational control, keeping the units intact for the duration, and giving them military authority.

PILOTS ENROLLED IN TEMPORARY RESERVE

In the Port of Boston, the pilots were sworn into the Temporary Reserve on 11 December, 1942, and immediately assumed



NEW YORK PILOT TALKING THINGS OVER WITH THE MASTER



SANDY HOOK PILOT BOARDS VESSEL IN AMBROSE CHANNEL

duty as commissioned officers. In New York Harbor, the pilots functioned as officers beginning 15 December. Enrollment in other ports where State pilots operated occurred almost simultaneously.

THE FIRST NAVAL DISTRICT DIRECTIVE

In a directive issued 23 December, 1942, and immediately published

through Notice to Mariners, by the District Coast Guard Officer, First Naval District, the following was stated:

"PORTS OF PORTLAND, BOSTON AND CAPE COD CANAL PILOTAGE"

"State pilots for the ports of Portland, Maine, Boston and Cape Cod Canal, Massachusetts, respectively, are now members of the Coast Guard Reserve without pay from the United States. This step is in the interest of port security, the safeguarding of vital war information, and the coordination of the existing state pilot system in accordance with Wartime requirements.

"Pilotage will continue as before. While actually piloting the vessel, the pilot is still acting as a state pilot, rather than as a Coast Guard officer. The state pilot's relationship to the master or commanding officer, the vessel and the owner remains as established in maritime law. There is no substitution of command by reason of the membership of the pilot in the Coast Guard Reserve. Masters and commanding officers are still responsible for the navigation of their vessels and may relieve or supersede the pilot whenever in their judgment it is necessary, as heretofore. The United States is still not responsible for any negligence of the pilot.

"The pilot is still entitled to his fees as prescribed by the State and these fees will be collected in the usual manner."

The above applied not only in the First Naval District but also in the others, so that pilots were uniformly operating in the United States territorial waters.

COMMISSIONS

The same general plan was followed in all

Districts for the commissioning of the pilots in the Temporary Reserve. In the major ports, the "senior pilot" was enrolled for the duration with the rank of commander, the remaining older pilots became lieutenant commanders, and the younger men were lieutenants or lieutenants junior grade. In smaller ports with fewer pilots, ranks were somewhat lower. All pilots continued to receive pay in the usual manner. They could resign for cause, but could not be transferred from their ports without their consent. In a few ports, especially in the South, there was so little shipping that full time of all members of the association was not required. Many were in part or full time work of a different nature. Only full time pilots were enrolled.

ENROLLMENT OF PILOT VESSELS AND CREWS

Enrollment of pilot vessels and their crews was provided for. Pilot

vessels were enrolled as CGR vessels. As such, they would be used only by military personnel. Masters and crews were inducted in Class G or Class S of the Reserve, with pay and ranks or ratings commensurate with their jobs, ability, and previous pay.

COORDINATION WITH OTHER OFFICES

Because of the pilots' knowledge of their harbor areas and their special

skills in handling vessels in such waters, much responsibility for the safety of vessels and the security of the ports was placed in their hands. Due

to statutory and wartime regulations, security measures were, in the main, entrusted to three coordinated offices, (a) the Captain of the Port, (b) the Port Director (Navy), and (c) the Pilot Command. The Pilot Command worked in close coordination with the other offices and maintained special liaison with the Port Director's office, obtained convoy lists, and sat in at convoy conferences.

DISCIPLINARY PROVISIONS

Aside from negligence in performance of their

duties as pilots, pilots who were temporary members of the Coast Guard Reserve would be subject to military discipline in the manner and form provided for all members of the Coast Guard. However, since the Government did not assume responsibility for their negligence while acting as pilots, it followed that disciplinary measures covering officers in this category should be similar to those for all other pilots. Thus, a pilot grounding a vessel he was piloting would be disciplined in the manner prescribed for civilian pilots, but the pilot who improperly disclosed military information whether while piloting or not, would be eligible for court-martial. A TR pilot whose state of federal license as a pilot had been suspended or revoked would immediately be placed in inactive duty, and should circumstances indicate his discharge from the Coast Guard Reserve, this would be recommended to Headquarters.

DISCIPLINE

As a group, the pilots were a fine, conscientious,

efficient lot of officers, under the able leadership of Captain (T) John S. Delano at Washington, D. C. Their one object was to guide safely and efficiently all ocean-going shipping in our harbors. Their record was one deserving the highest respect. Yet, as in any group of over 600 men, there was bound to be an occasional dereliction. In this duty of piloting, any dereliction was serious, and was dealt with accordingly. At Boston there was a case where one of the younger pilots was suspended for the use of intoxicants while on duty. There were very few cases among the 55 pilots of the Fourth Naval District. In April, 1943, one was disenrolled for four months for drinking on duty, but re-enrolled in three months on a probationary basis. Later he was found guilty of negligence in navigating, causing grounding of his vessel, and was permanently disenrolled. In January, 1945, one received a reprimand for conduct unbecoming an officer while on a piloting assignment; in April, 1945, one was suspended for 2 weeks, and in September another was suspended for 3 months as a result of a negligence finding by the Merchant Marine Hearing Unit at Philadelphia. However, such cases were rare, due partly to the severity with which they were handled.

GENERAL OPERATIONS BY THE PILOTS

Most piloting in our wartime shipping ports was "run-of-the-mill" business

for these officers, and there were very few outstanding incidents in which they were involved. The story of the pilots in one port might be the story of all, except insofar as local conditions and problems altered the details of their operations. Possibly the greatest problems were at New York and Boston, the first and second wartime shipping ports of the United States, respectively, in volume of such shipping. Piloting at Cape Cod Canal, where sometimes as many as a hundred ships transited the waters in a day, also presented special problems. A resume of pilot activities in the First and Third Districts will serve to indicate general pilot experience, which was similar but on a smaller scale in other ports of the United States. The uniformity of the operations of pilots throughout the country was due to excellent administration from Headquarters.

PILOTING AT
PORTLAND, MAINE

At Portland, Maine, Coast Guard pilots handled, during their period of enrollment, 1,407 piloting assignments. These included 135 Naval vessels, 685 American merchant ships, 524 foreign merchant vessels, and 63 foreign Naval craft. Numbered among these were 274 new Liberty ships, 63 foreign vessels and 27 Naval craft undergoing degaussing tests. At Portland there were 4 regular and 2 spare pilots. They laid down a rule to which they strictly adhered, requiring that all pilots be on duty 24 hours a day throughout the emergency. Not until after V-E Day was 24 and 48 hour liberty granted for recreation. The duties of the pilots at Portland were, for the most part, similar to those in other ports of comparable size, and may be summarized as follows:

- a. General pilot service for vessels entering and leaving port.
- b. Free pilot service to public vessels of certain classifications.
- c. Transported: (1) personnel between examination vessels, (2) coastwise pilots from anchorage to dock, (3) coastwise pilots from ships eastward or westward bound, between outer approach buoys and port, and (4) compass adjusters.
- d. Handled vessels for compass adjusters in inner harbor, and for degaussing range test runs of each new merchant ship built at South Portland.
- e. Piloted ships seeking Portland for shelter on Navy or Coast Guard orders due to enemy action or other causes offshore; half pilotage rates were charged in these cases.
- f. Informed pleasure and fishing craft of rules, regulations and procedures on leaving or entering Portland Harbor.
- g. Kept informed of Army and Navy underwater installations, and protecting them by keeping to the swept channel.
- h. Carried convoy instructions from Port Director's office to designated ships due to sail, and to some vessels in transit off the outer approach buoys. Carried degaussing sheets for testing degaussing systems of each vessel entering or leaving port, and delivered sheets each day to degaussing range. Picked up crew lists for COTP when vessels sailed unexpectedly, as well as papers relating to changes of crew.

The pilot boat was manned by the Coast Guard, and transportation to and from vessels was provided. When the pilot boat was under repair, the Coast Guard furnished transportation in other craft. There was no single outstanding achievement of these pilots. The large volume of traffic handled without mishap or undue delay, and the devotion of these men to their wartime assignments comprised their unspectacular but vital achievement.

BOSTON PILOTS MAINTAINED
PEACETIME PERSONNEL

In the Port of Boston, the pilot complement was 24 in peacetime. Despite the fact that Boston became the second port of the United States in volume of wartime shipping, this number operated for the duration except for a very short period when 7 additional pilots were "borrowed." Their own pilot boats became CGR vessels. There were two which alternated a week at a time on pilot station about 5 miles off the harbor entrance. The Coast Guard furnished any necessary transportation,

Radiotelephone communication was maintained with the Base at Boston. It was the pilot's responsibility not only to pilot his vessel safely into the harbor, but to see that the ship was properly placed at anchorages and berths. For outgoing traffic, each pilot had a copy of the plan of departure for the various groups of vessels, and it was his responsibility to see that his vessel passed through the harbor gate at the proper interval, and in the specified location in the group.

SCOPE OF ACTIVITY

During the period of Coast Guard operation, Boston pilots completed an estimated 15,000 piloting assignments. This represented about 231,000,000 tons of shipping involving about 7,000 convoy vessels. Despite special hazards of narrow channel, tricky currents, a single gate, temperamental winds, and confusion of orders from HECGP, (wherein some vessels ordered to proceed were abruptly told to stop at the gate in restricted waters) the pilots succeeded in carrying out their assignments without accident, which is a tribute to their skill and dependability.

TWENTY-FOUR PILOTS
FOR FORTY VESSELS

One of the outstanding achievements of the Boston pilots was efficient handling of convoys leaving the harbor. While at times more than 24 pilots would have been convenient, a surplus at other times would have been undesirable. Therefore, except for a brief period when 7 extra pilots were hired temporarily from coastal work, the number remained 24, and they carried any extra load that was required. These officers at times were faced with the necessity of piloting 40 vessels making up in convoy. The problem was solved in the following manner. Twenty-four vessels moving first each had a pilot. When the first vessel had been taken to a point where a pilot was no longer necessary, a Coast Guard picket boat removed him, picked up the second and third pilots, and took them back to the 25th, 26th and 27th ships which had not, at that time, been called upon to move. This process was followed until all vessels had been provided with pilots. It would have been impossible for the pilots to handle this without the Coast Guard providing needed transportation in all weathers. Vessels at Boston were moved under all kinds of tide, current and wind conditions, which was not true in many major ports.

EVALUATION

During the war period, there was not one grounding or collision involving the Boston pilots. No convoy or vessel was delayed because of any pilot or lack of transportation, despite the method employed by which 24 pilots handled a 40-vessel movement.

PILOTAGE AT
CAPE COD CANAL

Use of the 8-mile Cape Cod Canal at the base of Cape Cod avoided steaming an additional 75 miles around the Cape in waters which presented many dangers. Currents through the Canal usually average at strength $3\frac{1}{2}$ to 4 knots and the local knowledge of pilots is essential in traversing this waterway. During the period of active wartime shipping it was not unusual for a convoy of 100 vessels to pass through the Canal. There were 16 Coast Guard pilots at the Canal theoretically available 24 hours a day. Duties of Canal pilots differed somewhat from those at regular ports, in that their sole duty was piloting vessels through the Canal. They had no other responsibilities. One was a Navy Contract Pilot and, in addition to his regular Coast Guard duties, piloted Naval vessels through the Canal. If, however, there were several such vessels and the contract pilot was occupied, Coast Guard pilots undertook such additional piloting as was necessary. The rotation system was used, but some pilots were unavailable when called, and

the bulk of work was done for a considerable time by the same few. Several efforts were made to remedy this with moderate success.

AT PROVIDENCE, R. I. Piloting at Providence, was almost entirely routine with no outstanding incidents or problems. Two pilot groups handled duty at this port, one primarily handling shipping to and from nearby Davisville, a munitions loading port.

TWO PILOT GROUPS: New York, the leading wartime shipping port, provided great activity for the Coast Guard pilots. Two pilot groups (a) the New York pilots numbering 108, and (b) the Hell Gate pilots totaling 14, (later 20), handled pilotage in the New York area. Work of the Hell Gate pilots was specialized, and will be treated separately.

PILOT COMMAND OFFICES The Pilot Command Office was set up at 27 State Street, New York City. In February, 1943, another under the Port Director (Navy) was established as an aid to the first. Its duties included compiling and forwarding information on ship movements to other military agencies in the area. This second office acted as liaison between the Port Director and the central office of the Pilot Command on one hand, and the District Coast Guard Officer on the other. This was necessary for efficient handling of inbound and outgoing convoys and independent ships. It also handled matters pertaining to identification of inbound craft including setting up of secret signals and harbor entrance hoists for all vessels.

ASSIGNMENTS Prior to the war, the Sandy Hook (New York) pilots rotated assignments. When the Coast Guard took over, this had to be modified to meet existing conditions, and pilots with special skills in handling vessels laden with high explosives or troops were given those assignments. Otherwise, the rotation system was maintained with work evenly distributed. The Pilot Command was notified by the District Coast Guard Office of expected arrivals and departures of convoys, so that the required number of pilots could be allotted to the pilot station at least 12 hours in advance.

THE PILOT STATION The Sandy Hook pilots owned and operated 3 large pilot boats and 5 launches, all of which became CGR vessels. A ninth boat was provided by the Coast Guard. One pilot boat was stationed always a few miles off Sandy Hook where it could command a clear view of all vessels approaching the entrance to New York Lower Bay. The motor launches were used for transportation and boarding. Duty here was in exposed water, and boarding and removal of pilots was often accomplished under the most adverse conditions of weather and sea.

DETAILS OF OPERATION Some details on the method of operation at New York will serve to show how the most intricate piloting situation was handled. The less intricate problems in smaller ports were along similar lines with methods altered to meet local needs.

COOPERATION WITH OTHER OFFICES AND ACTIVITIES In order to promote the smooth movement of all vessels in and out of convoy, and prevent as far as possible waste time and motion, the Pilot Command cooperated fully with other agencies. Such cooperation is indicated briefly:

- (a) The Pilot Command maintained a secret schedule

of estimated time of convoy arrivals and departures for the ensuing 4 days. The Plotting Room kept close check on convoy positions. Conflicts in movements were cleared and corrected with the office of Commander Eastern Sea Frontier.

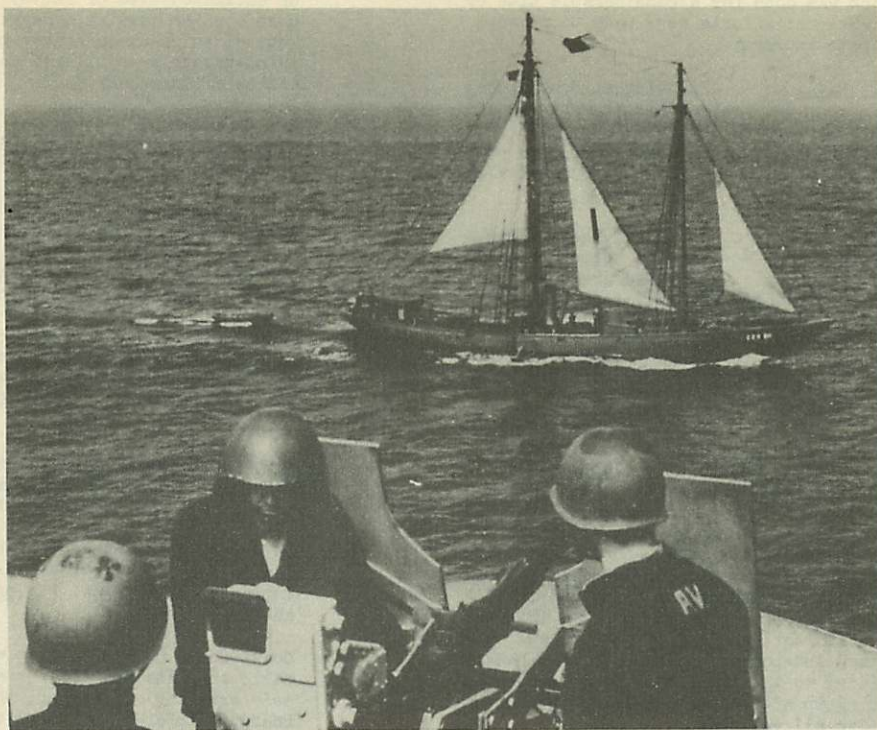
- (b) The Merchant Marine Hearing Unit received a similar listing to enable boarding well in advance of convoy sailings.
- (c) The DCGO was notified of expected arrivals of Coast Guard transports and escorts operating for the Navy Transport Service, and Coast Guard personnel arriving from overseas as passengers for hospitalization or redistribution.
- (d) Navy Operations, Overseas Transportation, the pilot coordinator at Ambrose, and Army Port of Embarkation were contacted when troop transports were to arrive, to facilitate safe and rapid berthing.
- (e) Army and Navy officers in transports were given debarkation orders for casualties, troops, and prisoners of war through pilots at Ambrose.
- (f) Information on independent vessels arriving or leaving on short notice was given the Harbor Entrance Control Post for prompt and safe clearance.
- (g) Coast Guard Communications was given reference calls and line numbers for all Coast Guard vessels arriving or leaving, thus enabling the Code Board to inform Operations of ship movements where operations were under Navy.
- (h) The Port Director Petroleum Coordinator and the Ships Arrival offices were advised of permitted movements of tankers on basis of tidal conditions, draft, and availability of special pilots and tugs. Port Director Convoy and Routing was assisted in planning instruction of arriving vessels to turn back to sea without entering, thus saving time in port awaiting another convoy. Some masters, traveling overland for instructions, were placed in pilot boats where they could meet their vessels and go immediately to sea.
- (i) The Pilot Command cooperated with the Advanced Base Training School, allowing officers to accompany pilots and observe convoy conditions and operation.

MASTER- AND 48-HOUR SHEETS

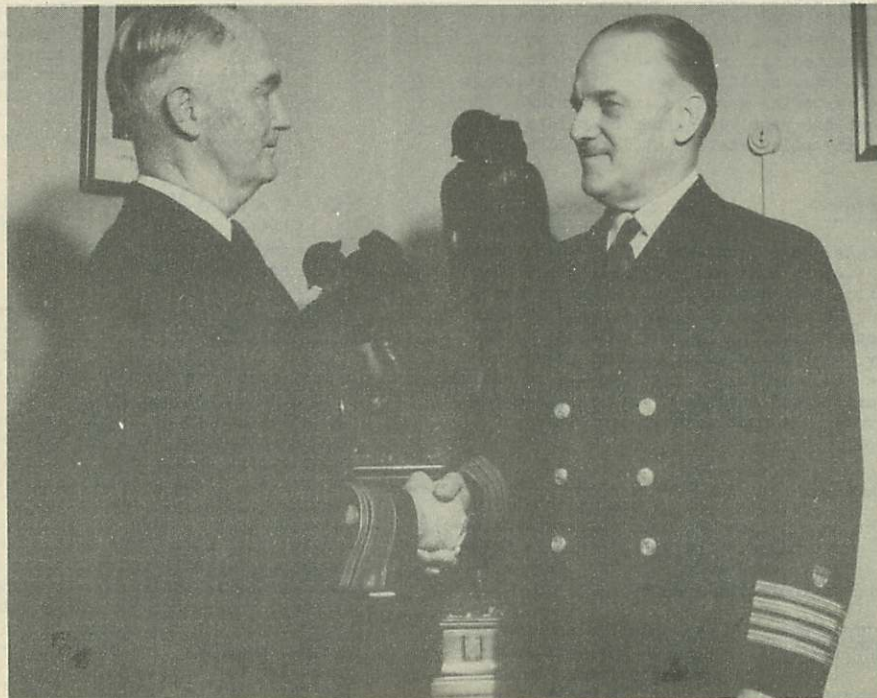
Three or four days before arrival of an inbound convoy, the Pilot Command assembled a list of all the vessels and escorts from code dispatches from overseas, and set up a master sheet assigning identification signals. The master of each vessel was the only other person with this information, having received it at his foreign port of departure. These were effective only during that particular voyage. On completion of this information a "48-hour sheet", made out in triplicate, was prepared and cut into slips, the latter being placed in three envelopes for each vessel, these to be carried by each of the three launches transporting pilots. Thus, each pilot was sure to have complete information for every vessel in the convoy, which expedited identification, boarding, and berthing or anchoring. Instructions for berthing and anchorage were received from the Ships Arrival office and handled the same as the "48-hour sheets".

PROCEDURE FOR INCOMING VESSELS

After the Pilot Command received notice of the



THE GGR-811, BOSTON PILOT BOAT, CRUISES PAST A NAVY CARRIER



CAPTAIN (T) JOHN S. DELANO (RIGHT) CONGRATULATED
ON RETIREMENT AS SPECIAL ASSISTANT ON PILOT CONTROL.

time and number of convoy arrivals, pilots were notified, given the necessary information, and transported to the Pilot Station to await the arrivals. To meet unexpected needs, an excess of 10 pilots was always maintained. Armed with all required information, the pilots were taken by launch to their vessels which they boarded and directed up the channel to quarantine and eventually to berth or anchorage. Information on coastal arrivals was assembled daily and handled the same as the "48-hour sheets". Frequently vessels arriving from coastal ports presented problems not encountered in convoy arrivals. This was usually due to short runs such as the 12-hour trip from the Delaware Capes, meaning late receipt of departure notice with consequent inadequate time to provide pilots with information through the usual channels. This was radioed to the Pilot Station in code, and sent to Navy units by command telephone.

ROUTINE FOR OUTGOING VESSELS

The Pilot Command received necessary information on an outgoing convoy the day before departure. The time schedule informed the pilots where each ship was located, its time to get under way, and the time for passing through the gate and various points in the channel. The Convoy Conference was attended by the Port Director, Navy Commodore and escort commander, the masters of the vessels, and the Port Director office representative of the Pilot Command. Two hours before sailing time the pilot arrived, checked identification signals and hoist, and saw that all was in readiness. The ship got under way strictly on time, and the pilot directed the vessel and regulated speed to conform with time schedules for arrival at convoy positions. These vessels usually reached their convoy stations two hours after leaving.

BRIEF HISTORY OF HELL GATE PILOTS

The second group of pilots at New York consisted of those making a specialty of piloting through Hell Gate, East River. Originally, in 1757, a small group of men banded together into an association for the betterment of pilotage for vessels transiting Hell Gate, between Long Island Sound and New York. Hell Gate pilots functioned under a board of wardens until 1926 when they were placed under control of the Department of State of New York. In 1928 they were transferred to the Board of Commissioners of Pilots. This combined, for the first time in almost 200 years, the Sandy Hook and Hell Gate Pilots under a single administrative unit. On 15 December, 1942, these pilots began to function under the Coast Guard, but the Hell Gate pilots remained an entity because of their highly specialized work.

HELL GATE

The East River stretches 16 miles from the Battery at New York to Willets Point and Throgs Neck, where Long Island Sound begins. East River is really a tidal channel, and not a river in the true sense. This treacherous passage, and Hell Gate which is its most dangerous part, have long been recognized as the biggest water traffic problem in New York waters. It is complicated by a series of several abrupt turns which, added together, result in some of the worst tidal currents navigators and pilots have to face anywhere. During flood tide, the current in the narrow West Passage of Welfare Island attains a mill-race velocity of 4.6 knots, and is even faster on the ebb, sometimes 5.2 knots. Above Welfare Island, the river, makes two turns of about 90° each in less than a mile. This is Hell Gate, notorious for its narrow width (at some points 500 feet from bank to bank), treacherous currents, boilers, and blind spots because of limited visibility. At ebb tide, the current from the Harlem River joins with those from the Sound to form whirl-

pools and suction points that can spin a good-sized vessel out of control and carry her onto jagged rocks that abound in the area. Yet, in the interest of saving ships and lives, the Navy decided that the River was a must as a connecting link along the inland waterways to the east. The maneuvering of a heavy ship through these waters demanded exacting skill and steel-steady nerves.

EARLY USE OF LONG ISLAND SOUND

During the early months of the war before pilots were militarized, Long Island Sound waters were utilized by the Navy Port Director Routing Office as a haven for vessels plying between New York and such coastal points to the eastward as Providence, Boston, and Halifax. The Sound offered shelter from enemy submarines that were lurking offshore and taking a heavy toll of merchant shipping.

THE PILOTS FACE THEIR GREATEST UNDERTAKING

Upon being militarized and enrolled in the Temporary Reserve in December, 1942, these Hell Gate pilots faced the greatest undertaking in their history. Meeting problems of piloting through Hell Gate was all in their day's work. They were used to the currents pushing up the East River but not conforming to the river's course; the up-river flood which set against the Brooklyn shore as far as the Williamsburg Bridge; and the current which then sheered over and set against the Manhattan shore. But the tremendous volume of waterborne traffic to come was to tax their abilities to the utmost. Tugs and tows going up-river could not follow the rule of keeping to the right, for their tows would have ended up in the Brooklyn Navy Yard. Instead, a short distance before reaching Corlears Hook, they started pulling for the Manhattan shore, and on reaching the Hook, headed for the Brooklyn shore to even off. Aside from narrow, confined channels and treacherous currents and mid-stream rocky areas, there were 22 changes of course in the 16-mile run! Add to these factors the tremendous volume of wartime shipping through Hell Gate, and one can gain some appreciation of the task which faced these Temporary Reserve pilots.

HELL GATE PILOT COMMAND

The burden of responsibility for this gigantic task was assumed by the 14 men who, before donning the uniform of the Coast Guard, were unassuming, hard-working civilians who had dedicated their lives to studying and mastering the waters of the East River and Hell Gate. However, the avalanche of traffic required the addition, for the duration of the war, of 6 other men who held East River pilot licenses. In peak periods, when an unusually large convoy was expected, some Sandy Hook pilots were borrowed, but this was infrequent. For wartime duty, these pilots operated from the City Island Coast Guard Base under command of Lieutenant Commander Walter Coon. Theirs was a smooth functioning, efficient organization with two pilot boats. The men worked day and night to expedite the movement of ships and materials of war to the fighting fronts. They maintained an administrative force for logistical support with other Coast Guard activities, the Navy Port Director, and other associated organizations

THE HELL GATE WARNING SYSTEM

The swirling currents and restricted visibility together with heavy traffic created a serious hazard. To facilitate safe pilotage through these waters a traffic warning system was established. The principal components were a lookout on Triborough Bridge, and a light control tower on the Hell Gate Bridge with flashing warning lights visible from both the east and west approaches to Hell

Gate. There was also a loud-speaker system, and patrol boats of the Harbor Patrol Fleet were radio-equipped for communication with the control tower. The flashing lights in the control tower, operated by Coast Guard personnel, provided approaching vessels with an initial warning in the event of heavy traffic ahead barred from vision by abrupt turns in the river. The loud-speaker system enabled pilots to know the exact type, speed and position of unseen approaching vessels, and they relied upon this for information for formulating and executing a course without endangering their ships. Supplementing this were two patrol boats, one two miles east of Hell Gate at Clason Point and the other a mile and a half southwest of the gate at the lower end of the West Passage at Welfare Island. In case of accident or traffic tie-up, these boats were to warn approaching craft and harbor shipping authorities via radio through the Captain of the Port, thus preventing large vessels from continuing into the narrow, dangerous waters and finding the passage blocked with consequent danger of collision.

OPERATIONS

In addition to controlling his ship at its ever-changing position, the pilot continuously had to foresee his moves and those of other vessels a mile in advance, especially in the West Passage. Here currents reached their maximum velocities. A tug with railroad barges had been known to continue 2,000 feet before losing headway after putting engines full speed astern. The problem of stopping a 500-foot deep-laden freighter there can be appreciated. Pilots boarded innumerable vessels in which they had never set foot, with no previous knowledge of their particular crankiness of helm, or sluggishness in response to engine signals, and often language barriers prevented conversation. Many vessels of over 20,000 tons displacement transited Hell Gate. Had these grounded or sunk, the passage would have been effectively blocked, forcing vessels to use the outside submarine-infested waters. At one time, during a peak of traffic, 37 ships passed through Hell Gate in 30 minutes. With slack water lasting four to eight minutes, the first ship through experienced a head tide while the last ship had a fair tide! The average number of ships moving through Hell Gate on any given tide was about 20. Between 1 January, 1942, and 31 May, 1945, the Hell Gate pilots took 14,539 vessels through these waters without loss of a single ship, only a very few minor accidents, and no serious accident. A large number of vessels carried sufficient ammunition to completely destroy the metropolis and its millions of people. The successful accomplishment of the wartime assignments of these temporary members of the Coast Guard Reserve is a highlight in Coast Guard wartime annals, and these officers deserve the highest credit for their contribution toward winning the war.

PILOTING IN OTHER DISTRICTS

Pilot activity in most other Naval Districts followed, in general, the organization and operation already outlined, and a detailed account of the specific activities would be superfluous. However, the Ninth District experience varied somewhat. Pilots were enrolled in the Temporary Reserve in the Great Lakes area earlier than in other Districts. This was due to the general practice, begun in the summer of 1942, of enrolling officers of Great Lakes vessels, including pilots. By November, 1942, letters of commendation had been sent to 10 Great Lakes pilots who had piloted many special Navy boats from Chicago to the Straits of Mackinac. Their competent work prevented accidents, loss of time, and expedited the transfer of those vessels. The wartime work of the Lakes pilots was vital but, as in most areas, unspectacular. Their success lay in the lack of incidents. The most important duty of the

DCGO at St. Louis was the safe and expeditious delivery of 2,388 Navy and Army vessels to tide water. These were built on the various navigable rivers of the District, and upon the Great Lakes. Total tonnage of these vessels was 2,053,752. Distance transited on the District's rivers was 3,359,216 vessel-miles. Pilotage was highly important, and 49 licensed river pilots were commissioned and 43 assistant river pilots enlisted in the Coast Guard Temporary Reserve. Some of these craft traveled 2,600 miles from their builders' yards to salt water, indicating the magnitude of the task of these pilots. Pilots operated as members of the Temporary Reserve in all principal West Coast ports. No special data are on record, nor accounts of unusual incidents or problems. In the Thirteenth Naval District there was some difficulty in December, 1942, when the Coast Guard enrolled the pilots, over contracts between the pilots and the Army Transport Service, and delays resulted. After some negotiating, however, the matter was settled.

TERMINATION

As of 30 June, 1945, there were 657 State pilots enrolled in the Temporary Reserve, and 60 pilot boats were serving as CGR vessels. These pilots, in the fiscal year ended on that date, handled approximately 120,000 piloting assignments in the 39 ports and pilot routes along the Atlantic, Gulf and Pacific coasts, without an accident of serious proportions, and with only a negligible number of minor groundings, notwithstanding the large volume of shipping involved. Pilots continued on duty throughout the Fall of 1945, but disenrollments began on 14 November, and on 30 November all pilots were or had been disenrolled, and resumed their piloting on a civilian basis. Disenrollment usually was accompanied by a mustering out ceremony, with presentation of letters of appreciation and certificates. Thus ended active duty for a colorful branch of the Temporary Reserve which had performed its duties with marked efficiency and loyalty.

APPRECIATION BY THE CHIEF PERSONNEL OFFICER

Shortly after disenrollment of the pilots, J. F. Farley, Rear Admiral, USCG, then Chief Personnel Officer of the Coast Guard, sent on 19 December, 1945, the following letter to Captain (T) John S. Delano, winner of the Legion of Merit, and Special Assistant on Pilot Control, and in charge of the entire pilot activity in United States Ports. Not only is it a direct tribute to Captain Delano, but also an indirect tribute to the pilots and their entire wartime activity.

"Upon the conclusion of your tour of duty with the United States Coast Guard, I would like to express to you my personal appreciation for the outstanding manner in which you discharged the duties associated with the multifarious tasks assigned you. The wholehearted cooperation which you inspired on the part of the pilots in all the ports of this country stands as a testimonial to your ability as an organizer and leader among men.

"Your knowledge of the problems of the pilots as well as your understanding of the military necessities imposed by a state of war enabled you to perform a unique function in your assignment as Special Assistant on Pilot Control. The outstanding record of the pilots and their great contribution to the victory of the Allies in World War II is in keeping with the highest traditions of loyalty and duty upheld by the United States Coast Guard. As you resume your civilian status, you carry with you the gratitude of the Service which you served so faithfully. Please accept my sincerest personal regards and I extend to you and Mrs. Delano best wishes for the approaching holiday season."

PART III

SECTION I

EVALUATION OF THE TEMPORARY RESERVE

AN OBJECTIVE VIEWPOINT
NECESSARY IN EVALUATION

In evaluating the Temporary Reserve, it is necessary to maintain a balanced viewpoint and to eliminate all possible bias, prejudice or partiality. The Temporary Reservists were not perfect, nor is any other group of men in the armed forces of the United States or any other nation. It should be remembered that the Temporary Reserve was an entirely new venture without precedent. Except through local publicity connected with recruiting, and information passed by word of mouth by Temporary Reservists themselves, the public knew nothing of the unit and were even ignorant of its existence. It is safe to say that, out of the 140,000,000 population of the United States, not over 10,000,000 knew of this branch of the armed forces. One-half of one percent of this number belonged to that branch. Numbers varied on different dates. By 29 February, 1944, which was close to the peak of Coast Guard personnel, there had been added to the approximately 17,000 in the regular establishment, 6,793 regular Reserve officers, 297 regular Reserve warrant officers, and 135,260 regular Reserve enlisted men. In addition to these regular Reserves, 45,197 temporary members of the Reserve had been enrolled, principally for port security in its various branches, as well as 22,476 plant guards.

COAST GUARDSMEN
ON SEA DUTY

The use of these Temporary Reservists was primarily to release regulars and regular Reservists for duty at sea, at foreign stations, and in the invasion forces. On 30 June, 1945, the Coast Guard was manning 43 transports and cargo vessels, 104 destroyer escorts and patrol frigates, 90 landing ships of all types, and 51 miscellaneous craft, totaling 288. Personnel of these vessels included about 56,134 officers and men, together with about 2,000 manning 85 Army tugs, tankers and freight boats. Aside from performance of regular Coast Guard duties, that branch also was manning and operating 2,409 Coast Guard vessels of all classes. In all, Coast Guardsmen manned 349 Navy vessels during the war, 291 Army vessels and 764 Coast Guard vessels of 65 feet or over in length, or a total of 1,404 larger craft. Rear Admiral Lyndon Spencer, USCG, speaking in Washington at the conference of commanders in December, 1944, said:

"You may be interested in the number of Coast Guard personnel that took part in the invasion of France. Among the forces going into Normandy were three Coast Guard manned attack transports..... There were five LSTs, (Landing Ships, Tank), which you have read about. There were 24 LCILs, those are landing craft infantry (large), the one that has two gangplanks that shove out. There were 60 of our own Coast Guard 83-footers, which formed what was called a rescue force. In addition there was a small group of officers who were sent over to England for special duty in connection with the preparation and location of the ships that were sunk off the beach-heads to form those artificial breakwaters..... Altogether, there were approximately 270 officers and 3,400 enlisted men who went into Normandy."

In southern France, the number was about the same.

EFFECT OF TEMPORARY RESERVE It has been conservatively estimated that one

man was released for sea duty for every 6 TRs. This means that the approximately 50,000 TRs on a volunteer basis released about 8,250 regulars for sea duty, or around 20% of those so actively engaged. In terms of vessels, that means about 8 transports, 22 destroyer escorts and patrol frigates, 24 landing craft of all types, and 10 miscellaneous craft. Thus, these Temporary Reservists made a definite contribution to the effectiveness of Coast Guard operations against the enemy.

TENACITY TO ASSIGNMENTS

As long as the Temporary Reservists felt that they were performing vitally necessary duty, their morale was high and their tenacity on the job beyond reproach. If their jobs did not seem to make sense, their morale became lowered, and absenteeism crept in. Most were mature men who saw clearly the need or lack of need for their assignments. Almost all assignments were vital, and most Temporary Reservists served with a will and conscientiousness hard to match by the regulars and regular Reservists. They were volunteers for the jobs, not men who had been drafted and assigned to some seemingly unpleasant task. In many quarters it has been stated that the TRs were far more conscientious than regulars in their assignments, probably due to this difference in motive underlying performance of duty. There were a great many cases where men requested disenrollment because of change in business hours, removal to a different location, health, draft, or other good reason. Plant guards seemed constantly to be changing place of employment and requiring disenrollment. But by and large, these men stuck to their jobs as long as they were needed, and very few, on a relative basis, were the cases of disenrollment due to delinquency of any type. On 6 December, 1944, at the Headquarters Conference the statement was made that in the First Naval District, 50% of the men on active duty were men who had originally enrolled in 1942 and in early 1943 -- remarkable when it is considered that the great influx of Temporary Reservists for Guard Detail came in after June, 1943. That was not an isolated case. However, duty expectancy ran about 9 months for men enrolled after mid-June, 1943, thus requiring constant addition of new men. Some were placed in an inactive status when need for their services ran out, and yet, many of these volunteered for other duty. Morale was best where TRs were considered Coast Guardsmen, and not a group apart. Taken as a whole, probably no other group in the Coast Guard was more conscientious or desirous of doing a good job.

GOOD USE OF TRs

In most Districts except the Third and, in the earlier period, the Thirteenth, TRs were utilized to the best possible advantage. Because in the Third, desire to use these men was indifferent for the most part, there was a feeling among many TRs there that the volunteer Temporary Reservists, while of some value, were not especially effective. Teamwork at the top, and all down through the chain of command, is vital in any such undertaking. In some quarters, especially at Philadelphia, there was some thought that administrative duplication between the non-Auxiliary VPSF and the Auxiliary-enrolled floating units created waste effort, and that it promoted animosity between the two groups. Certainly, the single administration policy of the First Naval District functioned smoothly. Rear Admiral Charles A. Park, in addressing the

Headquarters Conference in December, 1944, said:

"What is it that accounts for the phenomenal success of the Volunteer Port Security Forces and the Temporary Reserves? I think we find the answer in this list (of members attending the conference). You gentlemen certainly bring to bear on your problems a diverse point of view. There is nothing that is left out. Look over the occupations of these men and you will find that they range from rancher to oil operator, lawyer, real estate, judges, mayors, other city officials, cotton brokers, and so forth. That diversity of view brought to bear on the problems of the Coast Guard is undoubtedly of inestimable value in solving them, and working them out."

* * * * *

FINAL EVALUATION

Civil Service employees whose services were

vital to the Coast Guard in their regular specialties, were militarized to coordinate their activities with those of the military service, and to unify control. These were Marine Inspectors, Engineers, Weather Bureau personnel, and others who continued to receive civil service pay. They were specialists who contributed immensely to smooth operation of various Coast Guard activities. The Pilots who became Temporary Reservists performed their duties in a most commendable manner in all sections. Men of these classifications were actually enrolled on a trial and error basis, but their services fully justified the confidence of those responsible for their militarization. With this precedent, it is almost certain that similar utilization of such personnel will be part of any plans which may be laid for future emergencies.

COAST GUARD POLICE

The use of plant guards as Chief Boatswain's

Mates who continued to receive civilian pay from their places of employment proved satisfactory in most sections, although this was attended by various

complications not encountered in the other Temporary Reserve activities. Much of this may be traced to divided loyalty between the Coast Guard and the unions and constant turnover of personnel due to job-changing and consequent disenrollment and replacement. The precedent may well be the basis for further study to determine whether, in another emergency, the same plan should be used, or whether effective refinements should be worked out.

THE VOLUNTEERS

Others in the Temporary

Reserve were on a volunteer basis, serving without pay in the VPSF, units afloat, or in some other assignments of a special nature. These were mostly mature men almost all of whom had full time civilian employment, and served in the Coast Guard as additional work. Upon volunteering, they knew what would be required of them, and they knew there would be no draft deferment, no benefits, no pay and no glory. Except for an extremely small minority, their one motive was to do all they could under the circumstances to help Uncle Sam in his war effort, to give support to their sons and other kin on the fighting fronts, and to calm their consciences. Such men were bound to be conscientious workers; few others would volunteer. The efficiency of the volunteer Temporary Reserve units depended not only upon the enlisted men but also upon their superior officers, both Temporary Reserve and regular. It was inevitable that, in some locations, units did not perform at top efficiency, but this was due less often to the men themselves than to indifferent leadership. This was corrected wherever possible. Such a situation, however, exists in any subdivision of the armed forces. Looking upon the service of the volunteer Temporary Reservists as objectively as possible, it is concluded that this body of men performed a distinct service to the United States with virtually no cost to the Government, and that they served with an over-all conscientiousness, interest, efficiency and determination not exceeded in any other branch of the Service.

APPENDIX I

AWARDS AND CITATIONS

UNITED STATES COAST GUARD
WASHINGTON, D. C.

November 30, 1945

OUTLINE

The Coast Guard showed the temporary members of the Coast Guard Reserve its appreciation of their services by awarding various citations, merit awards, wrist tags, and letters of commendation. Individual letters of commendation were received by some members for special performance of duty. A wrist tag containing his name, and the words "600 hours" was received by each member whose duty equaled that amount of time, together with a citation certificate.

The Commandant conceived that some recognition should be given units which had made the Temporary Reserve service so successful. Accordingly, in the Spring of 1944, there was designated a Coast Guard Security Shield of Honor. One of the earliest awards of this Shield occurred at New York City on 6 July, 1944. Eventually, most of the Temporary Reserve flotillas and Volunteer Port Security Regiments in the United States received the Security Shield of Honor in recognition of services rendered by the group.

Naturally, decorations were awarded sparingly, and six temporary officers of the Coast Guard Reserve have the distinction of being the only Temporary Reservists to have received decorations. All were engaged in special assignments. Names of these officers are given below, together with their awards:

Captain (T)	John S. Delano	Legion of Merit
Captain (T)	William Hilton Lowe	Commendation Ribbon
Captain (T)	George Fried	Commendation Ribbon
Captain (T)	Daniel S. Brierley	Commendation Ribbon
Commander (T)	E. Budd Marter	Commendation Ribbon
Lt. Comdr (T)	Harold D. Rice	Commendation Ribbon

Copies of the accompanying citations follow:

THE SECRETARY OF THE NAVY
WASHINGTON

The President of the United States takes pleasure in presenting the LEGION OF MERIT to

CAPTAIN JOHN SNYDER DELANO
UNITED STATES COAST GUARD RESERVE

for service as set forth in the following

CITATION:

For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Special Assistant on Pilot Control for the United States Coast Guard, from December, 1942, to December, 1945. Responsible for the safe pilotage of ships and convoys to and from ports of the country, Captain Delano personally directed the successful and efficient administration of the Coast Guard's Pilot Control program. By his leadership and knowledge of pilotage operations, Captain Delano contributed greatly to the moving of thousands of ships and convoys without delay or accident.

For the President

/s/ James Forrestal
Secretary of the Navy

(Letter to Captain Delano from Admiral L. T. Chalker,
Acting Commandant)

To: Capt. John S. Delano, USCGR, C. G. Headquarters

Subj: Letter of Appreciation

1. Upon your separation from the service I wish to express to you on behalf of the United States Coast Guard my deep appreciation for your loyal and assiduous devotion to duty.

2. You served as special assistant on pilot control in which capacity you were directly responsible for the successful administration of the pilot control program of the United States Coast Guard. The responsibility for the safe pilotage of ships and convoys in and out of the ports of the country was delegated to the United States Coast Guard. This service, after studying the problem, concluded that the most expeditious manner in which this assignment could be carried out was to invite the members of the American Pilots Association to become an integral part of the Military Establishment for the duration of the war.

3. You graciously accepted the call of the United States Coast Guard on behalf of the American Pilots Association, of which you were president, and from December 1942 until December 1945 the pilots, their boats and equipment were at the disposal of our country. You were placed in over-all command of pilotage operations in the ports of the country. Without your profound knowledge, outstanding leadership, ability, and tactfulness, the remarkable record of moving thousands of ships and convoys without delay or accident could not have been achieved. You contributed immeasurably to the final victorious consummation of World War II, and you are accorded the highest praise for the honor which you have brought to the United States Coast Guard and to your country.

4. In view of your outstanding record and achievement it was with great pleasure that I have forwarded to the Secretary of the Navy a recommendation that you be awarded the Legion of Merit.

5. On your departure I hope that you will express to each and every pilot my sincere thanks for the excellent manner in which all pilots throughout the country executed their appointed assignments.

/s/ L. T. Chalker
Acting Commandant

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending

CAPTAIN WILLIAM HILTON LOWE
UNITED STATES COAST GUARD TEMPORARY RESERVE

for service as set forth in the following

CITATION:

"For outstanding performance of duty as Anchorage and Ship's Movement Officer of the Captain of the Port of New York during the years 1943, 1944 and 1945. Assuming these all important duties at a time when the

African and European campaigns were bringing an unprecedented shipping load to the Port of New York, Captain Lowe capably supervised the assignment of anchorages and the movements of all ships to, from and within the Port, working in close cooperation with the Port Director, War Shipping Administration and various private shipping concerns. By his great initiative, broad experience and zealous efforts, he greatly facilitated ship movements in and out of the Port, thus increasing the volume of shipping efficiently handled and aiding in the successful prosecution of the war. His unwavering devotion to duty was in keeping with the highest traditions of the United States Naval Service."

A copy of this citation has been made a part of Captain Lowe's official record, and he is hereby authorized to wear the Commendation Ribbon.

/s/ James Forrestal
Secretary of the Navy

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending
CAPTAIN GEORGE FRIED
UNITED STATES COAST GUARD TEMPORARY RESERVE

for service as set forth in the following

CITATION:

"For outstanding performance of duty as Marine Inspection Officer, THIRD Naval District, from January 18, 1944 to July 31, 1946. Charged with the administration of the laws and regulations relating to the safe operation maintenance and manning of United States Merchant vessels in the port of New York and other ports within the Third Naval District, Captain Fried capably supervised the movement of the inspection of merchant vessels and the examination and discipline of Merchant Marine personnel. By his sound judgment, tact and administrative ability, Captain Fried contributed materially to the exceptional record of safety of this port and to the dispatch of the greatest number of merchant vessels from a single port in the history of our Merchant Marine. His steadfast devotion to duty was in keeping with the highest traditions of the United States Naval Service."

A copy of this citation has been made part of Captain Fried's official record and he is hereby authorized to wear the Commendation Ribbon.

/s/ James Forrestal
Secretary of the Navy

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending

CAPTAIN DANIEL S. BRIERLEY
UNITED STATES COAST GUARD TEMPORARY RESERVE

for service as set forth in the following

CITATION:

"For outstanding performance of duty while serving with the War Shipping Administration in the European, Mediterranean and Pacific Theaters of War during World War II. Responsible for effecting a coordinated effort and establishing a clearer understanding

on the part of the foreign War Shipping Administration representation in its related activities with the military services in all theaters, Captain Brierley, because of his thorough understanding of these matters and his presence in these areas during the peak of war activity, made possible immediate adjustments and the formation of policies and procedures which greatly expedited the maintenance and repair of Merchant vessels and merchant troop ships when available tonnage was at a premium. Supervising the conversion of a large German liner into a troop ship, he surmounted the complex problems of adverse labor, material and facility conditions to complete the project in almost record time and to provide return transportation for over 4,000 American service men on the initial voyage of that vessel from Germany. By his rare technical knowledge outstanding administrative ability and competent fulfillment of his various missions, Captain Brierley rendered a great service to the War Shipping Administration and contributed materially to the successful prosecution of the war. His exemplary conduct throughout his tour of duty was in keeping with the highest traditions of the United States Naval Service."

A copy of this citation has been made a part of Captain Brierley's official record, and he is hereby authorized to wear the Commendation Ribbon.

/s/ James Forrestal
Secretary of the Navy

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending

COMMANDER E. BUDD MARTER, III
UNITED STATES COAST GUARD TEMPORARY RESERVE

for service as set forth in the following

CITATION:

"For outstanding performance of duty as Fire Detail Officer, Volunteer Port Security Force, and as officer in charge of the enforcement of oil pollution regulations under Captain of the Port, Philadelphia, from November, 1943, until cessation of hostilities. Exercising unusual organizational ability, Commander Marter was personally responsible for the efficient training of men assigned to fire detail work in the Philadelphia area and for the organization of the Volunteer Port Security Force. Effectively coordinating fire fighting activities through a central control, he established reliable fire prevention methods which enabled the loading of ships in this area to proceed in safety and without interruption. Later conducting a survey of leading oil industries and securing the cooperation of company officials, he arranged for scheduled patrols which enforced oil pollution regulations for the Port of Philadelphia. By his energetic leadership, diplomatic skill and unwavering devotion to each important assignment, Commander Marter contributed materially to the successful prosecution of the war."

A copy of this citation has been made part of Commander Marter's official record, and he is hereby authorized to wear the Commendation Ribbon.

/s/ John L. Sullivan

Acting Secretary of the Navy

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending

LIEUTENANT COMMANDER HAROLD D. RICE
UNITED STATES COAST GUARD RESERVE

for service as set forth in the following

CITATION:

"For heroic services on the occasion of the wreck of three trains on the Baltimore and Ohio Railroad near Dickerson, Maryland, on September 24, 1942. Unhesitatingly going to the aid of several passengers imprisoned beneath the wreckage and in imminent danger

of burning to death, Lieutenant Commander Rice risked his life by repeatedly crawling beneath a mass of heavy pipes and assisting in bringing out the wounded. Lieutenant Commander Rice's courageous initiative and utter disregard for his own personal safety undoubtedly saved the lives of many who otherwise might have perished. His gallant conduct was in keeping with the highest traditions of the United States Naval Service."

A copy of this citation has been made part of Lieutenant Commander Rice's official record, and he is hereby authorized to wear the Commendation Ribbon.

/s/ (Forrestal)
Secretary of the Navy

APPENDIX II

DECEASED TEMPORARY RESERVISTS

Following is a list of temporary members of the United States Coast Guard Reserve who died during their term of active duty, together with dates of death and causes where available:

<u>First Naval District</u>			
Carl Walker Turner	CBM	7 January,	1943
Natural Causes			
Gervase V. Stanley	CBM	16 May	1943
Heart Attack			
Elmer Gail Wood	CBM	17 May	1943
Auto Accident			
Walter Morgensen	Lieut.	16 September	1943
James Augustine Kennedy	Slc	26 January	1944
Percy S. Poole	Slc	2 February	1944
Pneumonia			
William H. Hubbard	Lt. (jg)	1 March	1944
Auto Accident			
Henry A. Cook	S2c	17 December	1944
Auto Accident			
Joseph A. MacDonald	MoMM2c	21 December	1944
William F. Meyer	Sp2c	9 January	1945
Manuel S. Netto	AS	18 January	1945
Kenneth A. Wing	Y3c	20 January	1945
Edward J. Kennedy	BM2c	1 February	1945
William G. Anderson	S2c	9 February	1945
Stephen Joseph Curley	Slc	1 March	1945
Donald H. Weaver	Lt. Com.	8 April	1945
Nathan Goffin	Slc	26 April	1945
Edward A. Oakley	CSp(PS)	22 May	1945
Frank A. Guinivan	CBM	9 June	1945
George B. Bacon	CBM	17 June	1945
<u>Third Naval District</u>			
Ralph E. Powers	BM2c	28 July	1942
John Bartholomew Griffin		24 September	1942
James Edward Whaley, Jr.	Slc	24 October	1942
Plane Crash			
Robert L. Baird	CBM	15 November	1942
Harry John Stelling	CBM	26 December	1942
Illness			
Gunther Carl Back	CBM	5 June	1943
Coronary Occlusion			
Maurice Christatos	CBM	19 September	1943
Blood Infection			
Henry A. Jackson	Lieut.	5 October	1943
Heart Condition			
Henry T. Meyer	Slc	6 October	1943
Result of Fall			
John Joseph Daly	Lt. Com.	6 April	1944
Cardiac Failure			
Franz Joseph Mohr	BM1c	11 July	1944
Edwin J. Berkvam	CBM	4 January	1945

Dennis R. Shell	CBM	10 January	1945
Harry A. Brown	CBM	2 February	1945
Segbert Brinckerhoff	Slc	25 February	1945
Thos. Patrick Fitzsimmons	S2c	2 March	1945
Henry Grede Landwehr	S2c	2 July	1945
Donald S. Hetherington	BM1c	12 December	1945

<u>Fourth Naval District</u>			
Theodore R. Connor	Slc	30 January	1944
James B. McAllister	Slc	3 March	1945
Pneumonia			
David Greenberg	Slc	VPSF 5 April	1945
Walter Theer Gruber	Slc	" 11 May	1945
Walter D. Jennings	Cox	17 May	1945
Caroline Corcoran Horan	Y2c	30 June	1945

<u>Fifth Naval District</u>			
Robert H. Lumpkin	S2c	10 September	1942
Accidental Drowning			
Milton B. Edmunds	Lt. Com.	28 May	1943
Philip T. Woodfin	Lt. Com.	3 April	1944
Harry O. Filer, Jr.	Cox.	3 May	1945
Samuel T. Waterbury	Bsn	8 June	1945
Thomas Edward Sanford	Slc	VPSF24 June	1945
Alois Hehenberger	Slc	VPSF30 August	1945

<u>Sixth Naval District</u>			
Montcalm Broward, Jr.	Lt. Com.	28 March	1944
Auto Accident			

<u>Seventh Naval District</u>			
William E. Mulhaupt	Cox.	1 December	1943
John G. Miller	BM2c	22 April	1945
Harold G. Cloyes	Cox.	2 May	1945
Charles Taylor	S2c	4 June	1945
Frank S. Condit	S2c	20 June	1945
James Olney Davis	Slc	10 July	1945

<u>Eighth Naval District</u>			
P. T. Roberts	Lt. Com.	30 December	1942
Polite Miller	Slc	26 August	1943
Ernest Albion Svendsen	Lt. Com.	29 August	1943
George W. Allen	Lt. Com.	28 December	1943
Bronchial Pneumonia			
Charles C. Evans	Slc	23 January	1945
Pneumonia			
Dee Elmo Martin	Slc	8 April	1945
Ralph Garrett Bray	Cox.	26 May	1945
Frederick Charles Vaeth	BM1c	VPSF30 June	1945
John W. Ruckman	Cox.	11 July	1945

<u>Ninth (Cleveland) Naval District</u>			
Eugene C. Sisson	BM2c	4 December	1942

Drowned in boat accident				Adolph Arthur Zegri	Slc	18 February	1945
Altson Wilson	Lt.(jg)	4 December,	1942	John Brown Rawson	Slc	18 May	1945
As above				<u>Eleventh Naval District</u>			
Ralph J. Sprau	MM2c	4 December	1942	Grover C. Stockton	SG2c	15 October	1942
As above				Internal Injuries			
Leslie J. Holdsworth	Slc	4 December	1942	Frank L. Myers	SK3c	27 October	1942
As above				Joseph A. Moody	Lt. Com.	1 February	1945
Irving Ginsburg	S2c	4 December	1942	Clyve Paul Snyder	SlcVPSF	7 March	1945
As above				Gus Knaak	Slc	23 March	1945
Karl H. Jackson		4 December	1942	Charles J. Mayes	Cox.	24 March	1945
As above				Arthur Emile Vosgler	SlcVPSF	28 March	1945
William J. Leimbach	Lieut.	22 December	1942	John D. McCarthy	Slc	6 April	1945
Paul F. Manning	Cox.	3 June	1943	Robert Eugene Gamble, Jr.	Slc	27 June	1945
Coronary Thrombosis				<u>Twelfth Naval District</u>			
Hugh James Sweeney	CBM	29 August	1943	Cecil Brown	Lt. Com.	29 August	1943
Axel W. Anderson	Lt. Com.	9 September	1943	Archibald Alex. Dunning	Lt. Com.	31 October	1943
Arthur C. Smith	Slc	5 December	1943	Ferris J. Pierce	Lt. Com.	24 June	1944
Accidental Drowning				Benjamin Shipnuck	Slc	9 March	1945
Harold R. Goodwin	Lieut.	5 February	1944	Accidental Drowning			
Frank L. Murphy	MoMM3c	22 April	1944	Edith Mae Harbinson	Cox.	16 March	1945
Ray Ahlgren Ray	Ens.	9 June	1944	John Minton Willis	Cox.	17 March	1945
Charles Dowd	Lieut.	25 August	1944	Jack L. Agdelotte	S2c	22 March	1945
George R. Johnson	Lieut.	23 August	1944	Barney Feldman	Slc	?	
Digby H. Brown	Lt.(jg)	16 September	1944	William Wallace	Lt. Com.	17 March	1945
William A. Gray, Jr.	CBM	22 September	1944	Leopold Andreas Luda	SlcVPSF	25 April	1945
Thomas A. Garry	MM2c	26 September	1944	Charles T. Cary	EnsVPSF	31 August	1945
William W. Hall	S2c	3 January	1945	Harry West Miler	CBM	25 September	1945
Clifford S. Dempsey	PhMlc	7 January	1945	Beverly Hodgehead	Slc	?	
Earl P. Dunn	Lt.(jg)	19 February	1945	<u>Thirteenth Naval District</u>			
Horace Kendall	Cox.	31 March	1945	John Harrison Willson	CBM	15 August	1942
James M. Babcock	Y3c	29 April	1945	George L. Mears	EM2c	25 November	1942
Franklin A. Dauphinais	Sp3c(PS)	30 April	1945	Died of injuries received when Army truck overturned			
Earl Maes	F1c	9 July	1945	George W. Morgan	Lt. Com.	12 July	1943
Richard Neville	Lt. Com.	22 July	1945	Jay Woody Oyster	CBM	14 October	1943
Milton J. Brown	Lt. Com.	26 July	1945	Frederick L. A. Boales	CBM	3 January	1945
Clarence R. Van Camp	Lt.(jg)	28 July	1945	Nicholas Lommel	S2c	23 February	1945
<u>Ninth (St. Louis) Naval District</u>				John W. Greb, Jr.	Cox.	19 June	1945
James C. Smith	Cox.	7 February	1945	Leo V. Harrsch	S2cVPSF	26 June	1945
Pneumonia				Charles Todd Burns	S2cVPSF	26 June	1945
Joseph F. DeCoursey	Slc	12 February	1945	Robert Lee Proctor	BM2c	28 June	1945
Ernest J. Oertling	Slc	6 April	1945	Earl D. Chapman	S2c	5 July	1945
Frederick F. Planthold	Slc	14 May	1945	Harrison Tarpley	S2cVPSF	2 September	1945
<u>Tenth Naval District</u>							
Hugh W. MacGregor	Ens.	20 January	1945				

APPENDIX III

INJURED TEMPORARY RESERVISTS

Following is an approximately complete list of Temporary Reservists who were injured on duty, or going to or from duty:

<u>First Naval District</u>			
Stewart M. Cooney	CBM		
Injured in station wagon accident			
George P. Hagstrom	CBM		
Injured in above station wagon accident			
Rocne Gould			
Swimming accident at Boot Camp			
Wayne D. Harrison	Sp3c(PS)		
Fractured finger			
John W. Holmes	Cox.		
Fell from platform at night; flashlight failed; two ribs broken, three fractured from backbone; condition serious; might be permanently disabled.			
Edward V. Kirkland	Y2c		
Injured elbow in fall			
Leon E. Leavitt	Sp2c(PS)		
Fell over submarine net while on dock watch			
John J. McCarthy	BMLc		
Appendix; removed from patrol boat to hospital; other complications			

Edward H. MacSorley	BM2c		
Fell on engine through open hatch; painful back injuries; considerable loss of work time over a long period			
Herbert Sobol	Slc		
Face and hands burned in patrol boat galley flash fire			
John Muir	Slc		
Broken jaw; lost teeth			
Roy L. Smith	CBM		
Broken foot, jumping from boat to dock; was earning \$42 a week, out of work a long time; his flotilla contributed \$200 for maintenance of his family			
Clifton D. Hall	BMLc		
Auto accident			
William D. Foster	Slc		
Same accident as Hall			
<u>Third Naval District</u>			
Daniel X. Driscoll	S2c		
First and second degree burns following explosion in CGR-03141			
Henry J. Francefort	MoMMLc		
Injured at CG Depot, Staten Island			

William R. Murphy. CBM
Mild burns in same accident as Driscoll
Ira Taub Slc
Injured on duty; hospitalized

Fifth Naval District

Sam Weinblatt Slc
Fell into hawse hold, injuring right leg
Walter D. Stevens BMLc
While disembarking from British ship slipped down
ladder about 4 rungs and had pains in abdomen
Joseph L. Young Y3c
Stepped on loose plank while making tour of in-
spection of the hatch coverings on board a ship;
thrown against steel upright, striking knee heavily
James E. Sale CBM
Injured on pier, Lower Canton, fell to ground

Sixth Naval District

H. Louis Tupper CBM
Seriously injured in an explosion in CGR-06424
at Cagers Inlet

Tenth Naval District

Frank C. Urgell
Fell while on duty, injured 2 ribs

Eleventh Naval District

Walter McManis AS
Boarded a skiff on shore at Santa Barbara, and
rode to inspection barge; in doing so got wet feet
and became chilled; remained on duty 0700 to 1400;
contracted cold and later lobar pneumonia

Twelfth Naval District

Samuel B. Weston BM2c
Injured when fastenings of ladder to dock gave way
while climbing ladder from CG-33755, Repair Base,
San Francisco, fell backwards with ladder, struck
gunwale of boat and fell into water

William W. Callow Slc

On board ship, San Francisco, making regular inspec-
tion round; fell over box causing contusion of left
side of chest and left knee
Raymond E. Didier Slc
Injured on patrol duty
June E. O'Brien Slc
Stepped off curb, foot slipping caused her to fall
and sprain ankle
Frederick C. J. Koerschner BMLc
Injured on alighting from street car on way to duty
Emil H. Hammarstron Slc
Missed step and tripped while going up stairway at
VPSF Bulkhead, San Francisco

Thirteenth Naval District

Roger Charles Courtmanche
Injured when Army truck left road and upset
Henry G. Felbin EM3c
Injured in above accident
William H. Logan EM2c
Injured in above accident
Lou D. Fuller S2c
Jumped from deck of CG-50034 to float to make fast
stern lines. Slipped on float.
Henry George Russell CBM
Stepped in hole on wharf; fell across narrow
stringers while going on board CGA-2330
William Leslie Fwing S2c
Standing over fire hose when it split from pressure;
in ducking, foot locked in dock; twisted right knee
Herbert M. Musclow S2c
Stepped on board CG-38740, spraining ankle on
stepping into cockpit
Sven Ake Engmark Slc
Injured fingers
Robert E. Landweer CBM
Climbing into cockpit, facing outboard, of CG-38742
lost footing and fell; struck tailbone against
open engine room door handle; also struck left arm
Herman F. Lippell BM2c
Walking across float stumbled over object in dark
and nearly fell; suffered sharp pains

APPENDIX IV

LETTER FROM ADMIRAL WAESCHE TO ADMIRAL ANDREWS

The following is the text of a letter from the Com-
mandant to Admiral Andrews written immediately after
activating the Temporary Reserve:

29 June, 1942

Dear Admiral Andrews:

Subject to your approval the Coast Guard will take
immediate steps to interview the owners and operators
of commercial food fishing vessels with the view of
placing the following plan into effect:

(a) Induct the master or a mate of each commercial
fishing vessel who operate in potential submarine
waters into the Coast Guard Reserve (Temporary) in a
petty officer rating and place him on full time ac-
tive duty with pay. Permit him to continue his com-
mercial fishing operations but require him to perform
such reporting and rescue operations as do not great-
ly interfere with fishing activities. In addition to
his status as master or mate of the vessel he would
also be part of the armed guard.

(b) Assign a Navy or Coast Guard enlisted man to each
of these vessels in the technical status of the se-
cond member of the armed guard. If there is a suit-
able regular member of the fishing vessels' crew

he might be inducted into the Reserve and trained
in machine gun operation in lieu of assigning a reg-
ular enlisted man.

(c) Equip each of these vessels with additional radio
equipment if necessary and with a minimum armament
of one 30 caliber machine gun.

(d) In the off-fishing season accept the vessel for
full time Reserve duty.

It is my understanding that fishing interests have
objected in the past to being armed but I have no
information of their attitude since two or more of
the unarmed fishing vessels have been sunk by sub-
marine action.

If this plan is approved a reply by dispatch would
be appreciated so that immediate steps may be taken
as outlined.

With kind regards and best wishes,

Sincerely,

/s/ R. R. Waesche

COPY

Address Reply to
THE COMMANDANT (F)

24 July, 1943

OFFICE MEMORANDUM NO. 13-43

Subj: Military status of temporary members of the Coast Guard Reserve; military authority, customs, and procedures applicable to temporary members of the Coast Guard Reserve in the execution of their duties under their temporary enrollment.

1. It has come to the attention of the Commandant that there exists considerable confusion as to the military status of temporary members of the Reserve, with particular reference to civil service employees who have been enrolled as temporary members of the Reserve, in regard to the military authority to be exercised by them, their use of military titles and procedure, and the applicability to temporary members of the Reserve of military regulations, customs and practices.

2. It is desired to impress upon all heads of offices, chiefs of divisions, and all regular and Reserve personnel that while engaged on active duty, as set forth and described in his certificate of temporary enrollment, a temporary member of the Reserve has the same power, authority, rights and privileges as members of the regular Coast Guard of similar rank, grade, or rating in the execution of the duty assigned to him. Accordingly, a temporary member of the Reserve, regardless of whether or not under the law he retains his civil service status or is temporarily enrolled under other conditions, exercises, during the periods of active duty set forth in his certificate of temporary enrollment, the same military authority and assumes the same military responsibility in the execution of his assigned tasks as a member of the regular Coast Guard or of the regular Reserve of the same rank, grade or rating. A temporary member of the Reserve is, therefore, entitled to the same military courtesy and privileges and is governed by the same military procedures and practices as regular personnel and to the same extent.

3. The Commandant desires to make it crystal clear that there is a definite distinction between military status and activities of a temporary members of the Reserve and the determination of the benefits -- particularly with regard to pecuniary benefits -- that derive to such temporary members in the Coast Guard Reserve. This question of benefits, particularly financial benefits, of temporary members of the Reserve is not involved in this memorandum whatsoever, and nothing in this memorandum shall be so construed.

4. It is directed that hereafter, temporary members of the Reserve will, in the execution of their official duties at Coast Guard Headquarters, occupy the same place in the scheme of Headquarters organization as members of the regular Coast Guard and the regular Reserve. They shall exercise military authority and accept military responsibility within the scope of their active duty functions, in accordance with the terms of their temporary enrollment, with regard to conditions of service, authority, powers, duties, periods of active duty, etc.

5. Temporary members of the Reserve will be expected to observe military customs, practices and etiquette, and in turn will be accorded military courtesies in accordance with their rank, grade or rating. Temporary members of the Reserve will be included in all training programs, lectures, etc., in the same manner and on the same basis as other members of the Coast Guard Reserve assigned to Coast Guard Headquarters. Their military status shall be used when applicable and in the same manner as military titles of regular military personnel. In short, temporary members of the Reserve in the exercise of such duty as set forth in the certificate of enrollment, are on exactly the same basis as other members of the Reserve with regard to the exercise of military authority and the acceptance of military responsibility; and all military procedures, practices, customs, and etiquette shall be applicable to such temporary members except where specifically exempted by orders of the Commandant.

6. The attention of the heads of offices and chiefs of divisions is invited to the fact that one of the principal reasons for the induction of civil service employees into the military establishment as temporary members of the Reserve was to obtain a homogenous organization on a military basis and to eliminate differences in procedure and practices applicable to military personnel and civil service personnel engaged on exactly the same duty; and this memorandum is issued in order to effectuate that policy.

7. It is desired to reiterate that nothing in this memorandum has any bearing on the benefits accruing to a temporary member of the Reserve by reason of the military status acquired by temporary membership in the Coast Guard Reserve set forth herein.

/s/ R. R. Waesche

Commandant

CG Distribution
Headquarters only

APPENDIX VI

DUTIES OF SHIP GUARDS

(From Regulations for the Security of Vessels in Port, USCG, January, 1943)

STANDING ORDER FOR ALL GUARDS:

1. To take charge of your post or beat and the security of life and property which it covers, informing yourself of the location and use of nearest fire, safety, and alarm apparatus.
2. To cover your post in an efficient manner keeping always on the alert and observing everything that takes place within sight or hearing.
3. To report to your superior all violations of orders you are instructed to enforce and to submit written reports on occurrences or violations of consequence.
4. To receive and transmit, as required, all messages or calls relating to the ship's security.
5. To quit your post only when properly relieved.
6. To receive, obey, and pass on to your relief all orders from those to whom you report.
7. To maintain a courteous and dignified bearing, refraining from conversation with others except as required by your duties.
8. To give the alarm in case of fire or disorder.
9. To notify immediately those to whom you report in cases not covered by your instructions.
10. To be especially watchful at night during periods of alarm and blackout and to challenge and hold for the Coast Guard, shore guard, or other authorities all of those whose appearance and actions you suspect and to deny entrance and to put ashore in safe hands, any who attempt to board without proper identification and pass.

GANGWAY GUARD:

1. To stay on duty on the ship in the close vicinity and view of the gangway.
2. To deny entrance to the ship of all those not having in their possession valid passes, credentials or CG identification cards as required under the following section on identification and passes.
3. To examine all personal baggage and packages brought aboard by, or for, ship's officers and men. To hold for examination by the senior deck officer present or those he may designate, the personal baggage and packages of persons other than the crew who have been or are to be transported, provided; that such baggage and packages have not been examined by competent authority on the dock.
4. To bar members of the crew when under the influence of liquor from boarding the vessel when explosives as cargo is being worked. At other times to hold those members of the crew boarding under the influence of liquor until safe escort to their quarters can be secured for them.
5. To receive from the foreman stevedore a list of his longshoremen and together with him to check them aboard when starting and ashore when concluding the day's work.

ROVING GUARD:

1. To patrol continuously from one end of the ship to the other or, within the confines of the area prescribed by the chief guard, and to observe on these rounds the security of accessible spaces for the detection of fire, dis-

order, violation of security regulations and the presence of unauthorized persons. To require that those suspected of being aboard without authority properly identify themselves and show, in addition, a pass or its equivalent and give reason for their presence.

2. To warn away vessels not having permission to come alongside.
3. To maintain contact from time to time with personnel on barges, lighters, and tugs lying alongside.
4. To patrol the passages of spaces in which the crew is berthed.
5. To inspect spaces in which workmen are engaged or from which they have recently departed.

CARGO GUARD:

1. To establish the identity of all men working in cargo spaces and all who may, from time to time, come in.
2. To see that fire hose, with sufficient slack to reach the bottom of hold is run out and that there is available nearby a 2½-gallon foam fire extinguisher, a 15-lb carbon dioxide fire extinguisher, two 1-quart carbon tetrachloride, or other equivalent approved fire extinguishers.
3. To see that portable fire-fighting apparatus is in accordance with safety requirements and is properly placed.
4. To maintain close watch for leaking, broken, or damaged cargo containers and to see that they are removed for cooperage in accordance with regulations.
5. To maintain close watch for any evidence of fire or gas fumes.
6. To enforce smoking and other security regulations.
7. To prohibit the carriage of clothing, lunch boxes or other packages into cargo spaces and to prevent the eating of meals there and the visiting of men between such spaces. To maintain special vigilance of cargo spaces during mealtime.
8. To assist the ship's officers in inspecting cargo spaces prior to loading and after discharging the cargo and to be present at the final closing of the hatch or cargo space.

FIRE GUARD:

1. To have removed portable combustibles from the work area and to have protection provided for combustible materials which cannot be moved, giving particular attention to the passage of heat through bulkheads and decks and the protection of hatches, ducts, ports and other openings through which flame, sparks, and hot metal may pass. *
2. To see that fire hose with sufficient slack to reach all parts of the compartment is run out and that there is available nearby suitable approved fire extinguisher as required.
3. To make a thorough fire inspection before, during and after the working period and not to conclude this inspection until it is certain that no hazard from fire exists.

January, 1943.

* Welding and burning constitute the most common cause of fire in ships undergoing construction, repair or conversion, and the need for constant vigilance cannot be over-emphasized. Guard should be instructed to sound alarm immediately in case of fire.