

The United States Coast Guard Academy



A BRIEF HISTORY



“As we continue to make history here at the United States Coast Guard Academy, I thought we should capture the rich and vibrant history of this unique institution of higher learning.

*In 2010, we will celebrate our first century in New London. We are very proud of our heritage, from the topsail schooner **Dobbin** to our current pristine setting at the highest point in New London.*

Please enjoy learning more about us, and how we educate, develop, train, and inspire leaders of character to serve this great nation. As you will soon see, the United States Coast Guard Academy gets better every year... as does our ability to contribute to America’s maritime security, safety, and stewardship.”

Go Bears!

Rear Admiral J. Scott Burhoe
Superintendent, USCGA



The Coast Guard Academy in Brief

The U.S. Coast Guard Academy is the smallest and most specialized of America's five federal service academies. Situated on the banks of the Thames River in New London, Connecticut, the Academy is an elite professional college renowned for academic excellence and the development of leaders of character.

The four-year Academy experience transforms young men and women, preparing them to serve their country and humanity with skill, commitment, and character. Graduates of the Academy are awarded a Bachelor of Science degree and a commission as an Ensign in the U.S. Coast Guard. These fleet-ready junior officers go directly to positions of leadership in one of the most adventurous and rewarding organizations in the world.



The Coast Guard's motto is Semper Paratus ("Always Ready").

The Academy's motto is Scientiæ Cedit Mare ("The sea yields to knowledge").



2

The Coast Guard in Brief

An enormous variety of commercial, environmental, recreational, and national security activities are tied directly to the water. From sea to shining sea and beyond, the U.S. Coast Guard protects these vital national interests.

The Coast Guard is America's longest continuously operating maritime military service. Its origin can be traced back to 1790 when Alexander Hamilton, one of America's founding fathers and the first U.S. Secretary of the Treasury, proposed the formation of a Revenue Cutter Service, a seagoing military service that would cruise the coasts, enforcing customs and navigation laws.

The First United States Congress approved Hamilton's proposal, providing for the establishment and support of ten ships, known as cutters, and the creation of a professional corps of 40 commissioned officers.

Though conceived as part of the Treasury Department, the Revenue Cutter Service (and its successor, the Coast Guard) has played a role in every war in the nation's history, serving alongside the U.S. Navy. Today, the Coast Guard is a lead agency in the Department of Homeland Security.



WWII Lifeboat Rations

CORE MISSIONS OF THE COAST GUARD:

- ✦ Search and Rescue
- ✦ Environmental Protection and Response
- ✦ Maritime Law Enforcement, Inspection, and Licensing
- ✦ Aids to Navigation
- ✦ Waterways Management
- ✦ Boating Safety
- ✦ Marine Science
- ✦ Ice Operations
- ✦ Port Safety and Security
- ✦ Homeland Security
- ✦ Defense Operations

Roots of the Coast Guard Academy

The history of the Academy mirrors the changing role of the Revenue Cutter Service (also called the Revenue-Marine) throughout its history. President George Washington commissioned the first officer in 1791:



Captain Hopley Yeaton

“Know Ye, that reposing special Trust and Confidence in the Integrity, Diligence and good Conduct of Hopley Yeaton of New Hampshire, I do appoint him Master of a Cutter in the Service of the United States...”

Initially, the Revenue Cutter Service drew its officers from the Merchant Marine and the Navy. Experience soon revealed, however, that the Revenue Cutter Service had distinct needs. Captain Hopley Yeaton was the first to propose formal training for officers to prepare them for the unique responsibilities of the Service. He would not live to see his proposal brought to fruition, but others continued the call.

Notable among them was Captain Alexander Fraser, the first officer promoted to Commandant of the Revenue Cutter Service. In 1848, Fraser took command of a new cutter, *Lawrence*, with orders to sail to the frontier customs district of San Francisco. Most of the ship’s officers were political appointees with no seafaring experience, and Fraser quickly recognized that they lacked the knowledge to sail a cutter effectively. To address his need, Fraser ran the 11-month cruise as a school, teaching raw lieutenants the skills and discipline required of competent officers. His experience led him to recommend the establishment of an Academy to prepare junior officers for the Revenue Cutter Service.

Nearly three decades later, the Service embarked on such a program of training. In 1876, Captain John Henriques was selected to lead the first cadet training ship, the topsail schooner *Dobbin*. Thus, Henriques was the first Superintendent of the Revenue Cutter School of Instruction, serving until 1883.



Captain John Henriques



USRC Grant

Grant, a rare three-masted cutter, was built by Pusey and Jones Corporation of Wilmington, DE. She was a barque-rigged, iron-hulled, 163-foot steamer that displaced 350 tons. She entered service in 1871 and served on both coasts during her career, including sailing with the Bering Sea Fleet. She assisted vessels in distress, protected the seal rookeries, patrolled during the salmon fishing season, transported dignitaries, was ordered to search for the British man-of-war HMS Condor in 1902, participated in regional celebrations, and recovered bodies after the sinking of the *Valencia* near Cape Beale in 1906.

THE FIRST CLASS OF CADETS

Under the command of Captain Henriques, the Cutter *Dobbin* was rebuilt for use as a training vessel. The first class of eight Revenue Cutter Service cadets was ordered to Baltimore to report aboard *Dobbin* in December 1876, and set sail on their first training cruise in May 1877. Cadets received a salary of \$900 a year (three-fourths the salary of a third lieutenant) and one Navy ration a day.

Training aboard *Dobbin* immersed cadets into the duties and responsibilities of a deck watch officer. The new cadets were called “swabs” (first year cadets at the Academy are still called “swabs” today). Aboard ship, their studies emphasized seamanship and celestial navigation.

Because an officer was expected to act in a manner befitting a gentleman, Captain Henriques required that cadets at all times be dignified, courteous, and respectful. Gambling, drinking, and profanity were forbidden. In the words of Cadet Worth Ross, “The strictest obedience to every detail was enforced.”



First Cadet training ship, the topsail schooner *Dobbin*

*In 1876, the topsail schooner **Dobbin** became the first training ship for the Revenue Cutter School of Instruction.*

NEW BEDFORD

In October 1877, *Dobbin* arrived in New Bedford, Massachusetts, where cadets began formal academic training at the newly-established Revenue Cutter School of Instruction. The land-based facility was located in leased buildings on the north end of Fish Island. An esteemed civilian instructor, Professor Edwin Emery, taught cadets mathematics, astronomy, English composition, French, physics, theoretical steam engineering, history, and international, constitutional, and revenue law, among other subjects.

Physical fitness was strongly emphasized, and cadets typically rowed boats several miles before breakfast. Shore liberty was granted on Wednesday and Saturday afternoons and on Sundays following inspection. Cadets were popular among the townspeople of New Bedford — especially the eligible young ladies, several of whom eventually married cadets.

Cadets received most of their professional training on cruise. Cadet Worth Ross, who was the first to graduate in 1879 and later became Commandant of the Revenue Cutter Service, recorded his observations of the training.



Cadet Worth Ross

“The cadets are given constant practice in raising shears, stepping masts, reefing, furling, shifting sails, and in sending yards up and down. Each takes his trick at the wheel and acquaints himself with the mysteries of the compass and steering gear. The marlin spike, slush and tar pots are the insignia of a thorough-going salt, and the young man who has never before encountered these things finds ample opportunity to do so on a practice cruise. At the end of an arduous cruise the cadet knows whether he is suited to the calling of the sailor, physically and otherwise.”

In the summer of 1878, *Dobbin* was replaced as the training cutter by the 115-foot barque-rigged clipper *Chase*, which was renowned for its speed under sail. *Chase* would serve as both training ship and cadet housing for decades to come. In 1895, *Chase* was cut in two and lengthened 40 feet amidships to address a need for more space. This innovative solution illustrated the service’s growing reputation for “doing more with less.”



Class of 1906
CGA was located at Arundel Cove in Curtis Bay, MD and was then known as the "Revenue Cutter School of Instruction."

STARTS AND STOPS

The Revenue Cutter School of Instruction began sending a small number of well-trained and educated young men to the fleet to begin serving as third lieutenants, then the lowest officer rank. Their success brought a new sense of pride to the Revenue Cutter Service, but political pressures were already threatening the continued existence of the young academy.

In the view of some politicians, running two maritime academies — one at Annapolis, another at New Bedford — was needless duplication. Leaders of the Revenue Cutter Service argued that the two services were different in purpose and training, so separate academies were justified. Nonetheless, in 1889 President Benjamin Harrison issued an executive order that shut down the Revenue Cutter School of Instruction at New Bedford.

Reliance on a single maritime academy did not necessarily reflect the needs of a growing nation. For example, the new territory of Alaska was accessible only by sea, requiring ships to provide security and regulate expanding commerce. At the same time, the Navy was growing, so fewer Naval Academy graduates were available for the Revenue Cutter Service. This prompted President Grover Cleveland to reopen the School of Instruction in 1894.

Though the school was back, there were substantial changes. The curriculum was limited to professional and technical aspects of seamanship and the business of a revenue cutter. Cadets were taught by the ship's officers alone. When *Chase* departed on a training cruise in 1895, the Academy entered the Gypsy Years, an era in which the school was the ship alone.

There was a certain novelty to a floating academy that attracted considerable attention when she visited ports. Local dignitaries hosted formal dances and parties, bringing officers and sometimes cadets ashore to socialize.

Chase cruised widely in the spring and summer, often for six months, and, during the winter months, she would lay over at southern ports where cadets often fielded baseball and football teams. Except for casual visits, *Chase* never returned to New Bedford.



Cover belonged to Captain John Brown
Captain of Engineers - 1927
(Class of 1886)

A HOME PORT

In 1900, Captain David A. Hall was ordered to sail *Chase* to Arundel Cove near Curtis Bay, Maryland, to establish a homeport for the School of Instruction. Later that year, Congress appropriated funds to purchase 65 acres at Curtis Bay, which included a carpenter shop, a boat shed, a storehouse, a dwelling, and a dock for *Chase*. Classes were held in a wooden building dating from the Civil War. Cadets slept and ate aboard *Chase*.

Though the facilities were modest at Curtis Bay, the School of Instruction gained an identity independent of its training ship. Cadets continued to study seagoing arts, and some classical elements of the New Bedford curriculum were restored. For example, advances in naval technology demanded that cadets study more math and science.



The 115-foot barque-rigged clipper *Chase*

In 1907, *Chase* was decommissioned and replaced by the 190-foot barquentine-rigged cutter *Itasca*, a former Navy training ship. She was the first Coast Guard training ship powered by both wind and a triple-expansion steam engine.

In 1903, the two-year program was expanded to three years, with the curriculum covering seamanship, navigation, astronomy, mathematics, English, history, electricity, French or Spanish, gunnery, naval architecture, law and service regulations, steam engineering, hygiene, and signals. Cadets fielded teams in football, baseball, and tennis.



Cadets rowing the Thames river. Cadet Boat Race. Date unknown.

Another significant change occurred when engineer cadets were added to the corps in 1906. Typically older than line cadets, engineer cadets were mostly college graduates and followed a curriculum distinct from line cadets. Not surprisingly, some rivalry developed between these two groups of cadets.

By 1907, *Chase* needed replacement. Before her decommissioning, she passed in review in Hampton Roads, Virginia, before a great assembly of naval vessels from the U.S. and foreign nations. Her replacement was a 190-foot barquentine-rigged ship, a former Navy training ship that was converted to a cutter. Commissioned *Itasca*, she set off on an extensive European cruise with Captain W. E. Reynolds in command.

Itasca was the first Revenue Cutter Service training ship powered by both wind and steam. While under sail, *Itasca's* triple-expansion steam engines were the focus of engineer cadets, who dismantled and reassembled the engines to learn the purpose of components and the theory of operation.



190-foot barquentine-rigged training ship *Itasca*

ON TO NEW LONDON

Properly supporting *Itasca* as a training ship demanded more space than was available at Curtis Bay. The need was answered in 1910 when the War Department turned over historic Fort Trumbull in New London, Connecticut, to the Revenue Cutter Service.

While Fort Trumbull offered space, it was essentially a timeworn hand-me-down dating from the American Revolution. The Army considered it antiquated and had moved out the last of its troops a decade before. The decrepit barracks lacked even bathtubs. Improvements were made to the fort using meager appropriations from Congress leveraged by the familiar resourcefulness of the Service. Though most cadets continued to live aboard *Itasca*, the land-based institution at Fort Trumbull became a fully separate institution known as the U.S. Revenue Cutter Service Academy.

To its credit, the New London location offered easy access to the sea. The protected waters off Long Island were well suited for training. Connecticut College for Women was founded in New London in 1911, expanding social opportunities for cadets. A launch, sent to a pier near the railroad station, transported young ladies to the Academy grounds for dances and social activities.



Fort Trumbull



Hamilton Hall in the late 1930s.

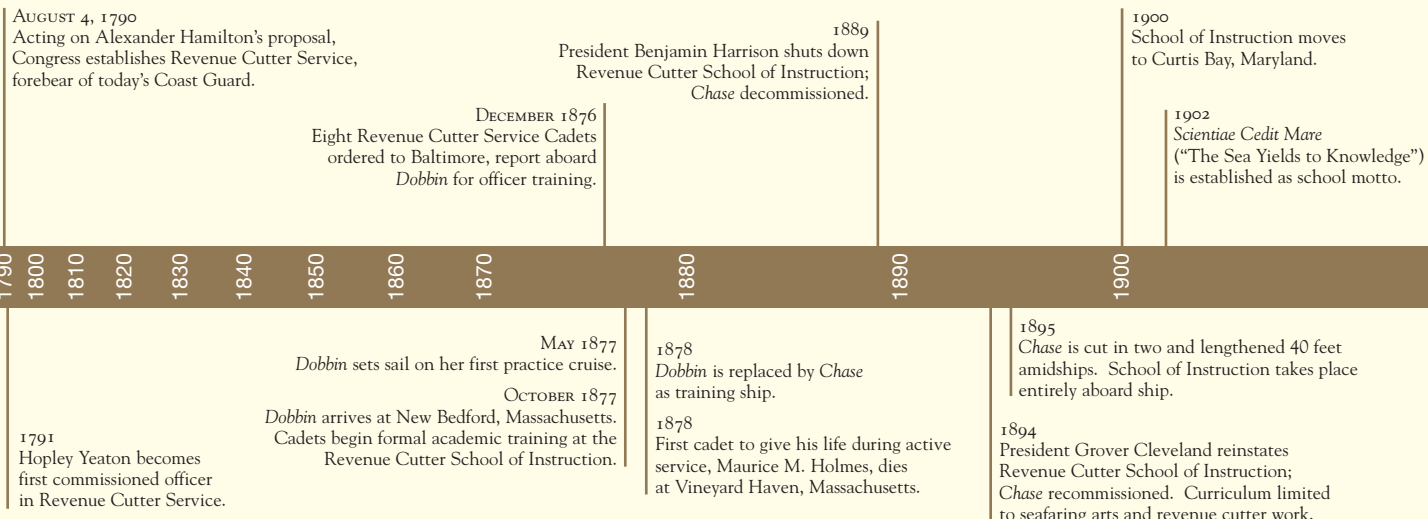
In 1914, a 205-foot barquentine-rigged cutter, which had served as a gunboat in the Spanish American War, was converted to become the Academy training ship. Powered by a coal-fired, triple-expansion steam engine, the ship was commissioned *Hamilton* to honor the father of the Revenue Cutter Service, Treasury Secretary Alexander Hamilton.

MORE POLITICS AS USUAL

Although the Academy made steady progress at Fort Trumbull, political pressures again threatened the existence of the Revenue Cutter Service. President William Taft sought ways to reduce “multifunctionalism” within the several maritime agencies. The Revenue Cutter Service was recommended for elimination, with its duties spread among the Navy, the Life-Saving Service, and the Lighthouse Service. With no appropriation from Congress to add new cadets, the corps dwindled to five cadets in 1914.

Taft’s Secretary of the Treasury, Franklin MacVeagh, proposed a more practical option: make the Life-Saving Service part of the Revenue Cutter Service. The proposal received strong bi-partisan support in Congress and, in 1915, President Woodrow Wilson signed into law a bill consolidating these maritime services to form the U.S. Coast Guard. The U.S. Revenue Cutter Service Academy was renamed the U.S. Coast Guard Academy.

Brief History of the Coast Guard Academy



FIRST WORLD WAR

With the start of the First World War, the Coast Guard was transferred to Navy control. Coast Guard cadets were graduated early and sent to sea. Following the Armistice of 1918, the Coast Guard Academy resumed a three-year program. Though the number of cadets had dwindled to 19, the coming decade would see major changes for the Coast Guard and for the Academy.

THE RUM WAR

Beginning in 1920, the 18th amendment (prohibition) banned the manufacture, sale, and transportation of alcohol in the U.S. Smuggling of liquor by sea quickly became widespread. Organized crime introduced sophisticated methods to circumvent prohibition. Enforcement fell to the Treasury Department, and the Coast Guard was charged with preventing illegal alcohol from reaching American shores.

The Coast Guard found itself lacking in manpower and resources to enforce what was proving to be an unpopular law. By 1924, the shortage of officers was acute. The Class of 1925 was graduated a year early and incoming classes were increased in size. The Coast Guard had some success fighting smugglers, and even rescued smugglers in distress. The tide of public opinion turned, and, by 1933, the 21st amendment repealed prohibition.



"Six-Bitters," 75-foot patrol boats built specifically for Prohibition enforcement duties, entered service between 1924 and 1925.

DAWN OF A NEW ERA

In his 1925 annual report, Commandant Rear Admiral Frederick C. Billard complained bitterly about the Academy's Fort Trumbull facilities, yet Congress continued to deny funding for improvements. Rear Admiral Billard's argument eventually won the day, and four years later Congress allocated \$1.75 million to the Secretary of the Treasury to begin work on a new Coast Guard Academy.



Rear Admiral Frederick C. Billard

The people of New London, which had hosted the Academy since 1910, were eager to keep the cadets in town. With the active participation of Rear Admiral Billard's wife Clara, a former New London resident, a parcel of land ideally set above the west bank of the Thames River was purchased for \$100,000. The town of New London donated additional land. In January 1931, ground was broken for the new Coast Guard Academy.

Georgian-style red brick buildings were built, drawing on the architectural traditions of West Point, Annapolis, and New England's elite colleges. Buildings were named to honor Coast Guard heroes. Classes were held in Hamilton Hall, named for Treasury Secretary Alexander Hamilton. Cadet quarters were situated in Chase Hall, named for Secretary of the Treasury Salmon P. Chase and honoring the training ship *Chase*, which had served as cadet housing for 32 years. Billard Hall, the Academy's first athletic facility, was named for Rear Admiral Billard and, some would argue, his wife.

In 1931, the program of study was lengthened from three years to four. This was an initial response to the recommendation of the Board of Instruction that the Academy become a school "in every way comparable in its completeness of course, instruction, and educational facilities with either West Point or Annapolis." A faculty advisory committee composed of visiting professors from Ivy League colleges instituted the necessary changes in academics.

8

<p>1907 <i>Chase</i> is replaced by <i>Itasca</i>, first training ship powered by wind and steam.</p>	<p>1915 Congress merges Revenue Cutter Service and Life-Saving Service to form U.S. Coast Guard.</p>	<p>1920's Academy curriculum expands to include English, French, history, gunnery, steam engineering, electricity, and traditional maritime subjects.</p>	<p>1932 A new Academy opens on land donated by New London, on the Thames River.</p>	<p>WORLD WAR II Coast Guard moves to <i>Danmark</i> becomes training ship. Academy trains cadets. Class of 1942 recruited. Classes of 1943 to 1945 trained on <i>SPARS</i> (Coast Guard Passenger Liner Company) 185' three-masted</p>	
<p>1910 School of Instruction moves to Fort Trumbull, renamed U.S. Revenue Cutter Service Academy.</p>	<p>1911 Curriculum expanded to include marine surveying, maritime law, naval architecture, and engineering studies.</p>	<p>1914 <i>Itasca</i> is replaced by <i>Alexander Hamilton</i> as training ship.</p>	<p>1922 Academy fields its first "official" intercollegiate football team.</p> <p>1926 Academy selects the bear as its official mascot.</p> <p>1930's New facilities and programs fuel growth in the Academy's academic stature.</p>	<p>1931 <i>Running Light</i>, publication used to indoctrinate cadets, is introduced.</p> <p>1931 Program of study is lengthened from three years to four.</p>	<p>1941 Graduates awarded a Bachelor of Science degree in addition to commission as an ensign in the Coast Guard.</p>

The combination of greatly improved facilities and an infusion of Ivy League-caliber academics fueled the Academy's growth in stature. In 1939, the Academy's general engineering program was accredited by the Engineers' Council for Professional Development (ECPD). In 1940, the Academy was accredited by the Association of American Universities. By 1941, the Academy was given the authority to grant the Bachelor of Science degree in addition to a commission as an ensign in the Coast Guard.

SECOND WORLD WAR

In April 1940, Germany invaded Denmark. The square-rigged Danish training ship *Danmark* was sailing in American waters and the ship's Captain, Knud Hansen, sought refuge in Jacksonville, Florida, until the ship's status could be resolved. When the U.S. entered the war, Captain Hansen placed his ship and crew at the disposal of the U.S. government "in our joint fight for victory and freedom."

Danmark was assigned to the Coast Guard Academy as its training ship. Captain Hansen, his officers, and much of his crew remained aboard to supervise the training of some 3,000 Coast Guard cadets. Training under sail greatly enhanced the cadets' knowledge of the seafaring arts.

The Second World War brought the Coast Guard under control of the Navy. The Coast Guard Academy steamed full ahead to train officers — regulars and reservists — to serve in the Battle of the Atlantic, the Greenland Patrol, the Aleutians, the South Pacific, and the invasions in Europe.

The Candidate for Reserve Commission (CRC) program trained citizen sailors, turning out as many as 200 officers a month. A fleet of 83-foot boats was in continuous operation, training cadets and reservists in shiphandling, seamanship, piloting, communications, and gunnery. The passenger liner *Cobb* was converted for cadet training. The 185-foot three-masted schooner *Atlantic* also was used for cadet training. Additional small craft filled the Thames River.



The square-rigged Danish training ship *Danmark*

More acreage was acquired for Academy grounds to support the war effort. New facilities were built, including a mess hall, academic building, drill hall, lecture hall, infirmary, armory, library addition, and four barracks.

To address the demand for officers afloat, members of the Class of 1942 received their commissions six months early. The Classes of 1943 through 1947 all graduated a year early.

FORMER U.S. AGENCIES THAT MAKE UP THE COAST GUARD:

- ✦ *Revenue Marine/Revenue Cutter Service*
- ✦ *U.S. Life-Saving Service*
- ✦ *U.S. Lighthouse Service*
- ✦ *Steamboat Inspection Service/Bureau of Navigation*

...es to Navy Department.
...s temporary Academy training ship.
...fficers to support war effort.
...eives commissions six months early and heads to sea.
...o 1947 all graduate a year early.
...uard Women's Auxiliary) begin reporting in 1943.
...obb converted for cadet training.
...l schooner *Atlantic* used for cadet training.

1960's
Long range Academy building plan implemented. Faculty expanded. System of academic honors established. Elective courses and independent study first offered.

1958
Rear Admiral Frank Leamy initiates service academy superintendents' conference.

1950

1960

1946
Coast Guard returns to the Treasury Department.
Academy curriculum returns to four years; emphasis on engineering, science, math, and professional studies.
Danmark returns home to Denmark.
295-foot tall ship *Eagle* becomes Academy training ship.

1952
President Harry S. Truman visits the Academy.
1952
Coast Guard Memorial Chapel completed and dedicated.

1962
President John F. Kennedy boards *Eagle* at the Academy.
1963
Physical education program expands; football 8-0 (regular season) plays in Tangerine Bowl.

POST WAR

Following the Second World War, the Coast Guard returned to the Treasury Department. At the Academy, the curriculum returned to four years with a renewed emphasis on engineering, science, math, and professional studies.

On September 26, 1945, *Danmark* was returned to the restored Danish government with full honors. During her tenure as the Academy's training ship, *Danmark* re-connected the Coast Guard with its sailing heritage. This fact, coupled with Germany's defeat in the war, led the Academy to its next training ship.

The German barque *Horst Wessel*, a magnificent 295-foot-long tall ship built in 1936 and used as a training ship for the German navy, was taken for war reparation. On May 15, 1946, she was commissioned into U.S. Coast Guard service as *Eagle* and sailed, with a German and U.S. Coast Guard crew, from Bremerhaven, Germany, to New London. At the Academy, *Eagle* began service as a training vessel for cadets, emphasizing seafaring arts for underclassmen and leadership development for upperclassmen. (*Eagle* continues in this role today as the only tall ship on active duty in America's armed forces.)

The face of America continued to change, and the Academy began to change with it. The first Chinese-American cadet graduated with the Class of 1949.



Coast Guard SPARS carrying the colors during the 1940's. During the 40's (WWII), SPARS trained at the Academy.

FIRST WOMEN AT THE ACADEMY

On June 28, 1943, the Coast Guard Academy opened its doors to women when a class of 50 officer candidates for the SPARS, the Coast Guard Women's Reserve, reported for indoctrination. Like male reserve officers, SPAR officers went through a streamlined program crammed into six weeks (later lengthened to eight) that bore little resemblance to the Academy's peacetime curriculum.

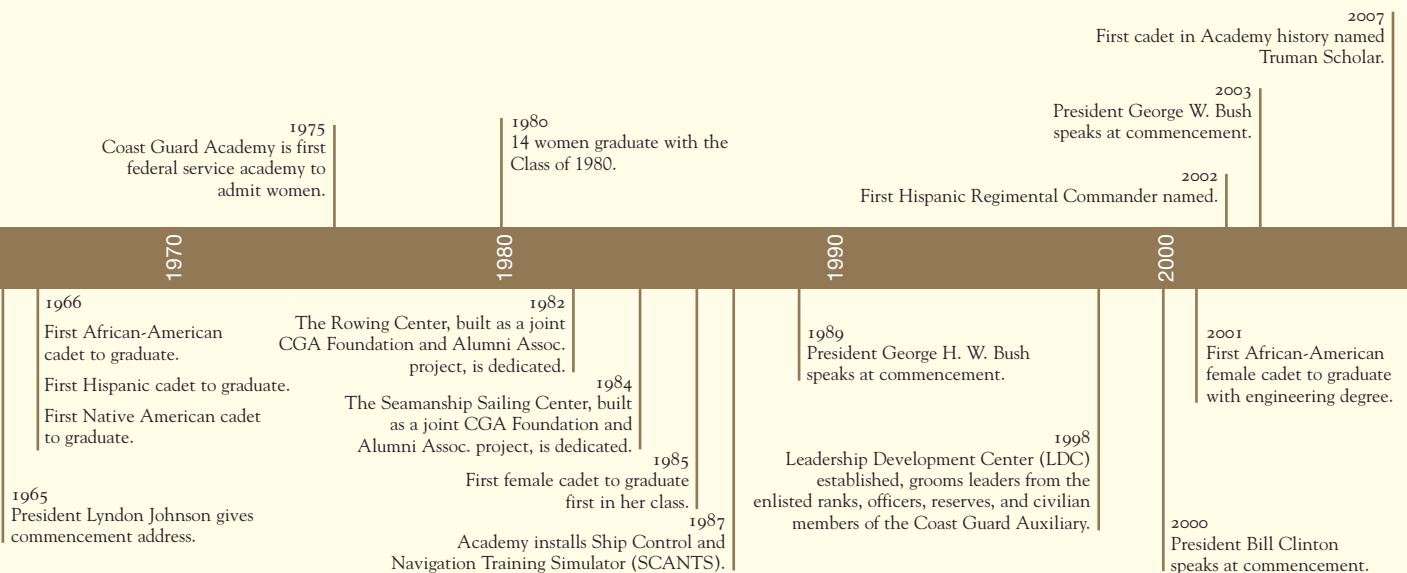
In using the Academy to train women, the Coast Guard took a step forward that none of the other armed services emulated. Of the 955 SPAR officers commissioned during the war, more than 700 received their training at the Coast Guard Academy in New London.

10



This fore and aft style hat, made in France, belonged to Admiral Harry Gabriel Hamlet, Superintendent of the Academy from May 1928 to June 1932 and Coast Guard Commandant from 1932 to 1936.

The Coast Guard experience is woven into the fabric of the sea. Our members learn from the sea, respect the sea, and protect the sea. While search and rescue at sea is our most visible mission, the Coast Guard is on duty 24 hours a day, 7 days a week performing a wide range of safety, security, environmental, scientific, and law enforcement missions.





The 295-foot-long tall ship *Eagle*.



1950s

The Academy campus continued to expand, reaching 103 acres. The training fleet also expanded to include rescue craft, rowing shells, sailing dinghies, and offshore racers used for training and in intercollegiate competition. Cadets competed well against other small New England colleges, notably in football (undefeated in 1951), wrestling (New England champs), swimming, and cross-country.

In 1952, President Harry S. Truman visited the Academy as part of a government course for cadets. During that same year, the Coast Guard Memorial Chapel was completed and dedicated. This inspiring structure, built with donated funds, continues to remind the Academy community of the sacrifices made by Coast Guard members.

12 The arrival of Superintendent Rear Admiral Frank Leamy in 1957 ushered in an era of renewed emphasis on military order. The following year, Rear Admiral Leamy invited superintendents from West Point, Annapolis, and the Air Force Academy to New London for a superintendents' conference to strengthen inter-service relations.

FLEXIBLE SERVICE

The Coast Guard is an agency of the Department of Homeland Security, serving as the nation's front-line agency for enforcing our laws at sea, protecting our coastline and ports, and saving lives. In times of war, or under direction of the President, the Coast Guard serves under the Navy. Cadets at the Academy have graduated early in times of war to serve their nation afloat.

1960s

Academic programs received major upgrades in response to the Coast Guard's increasing need for broadly-educated officers. New faculty positions, both military and civilian, were added and a new leadership position, Dean of Academics, was instituted. Advanced degrees among faculty members became commonplace.

For cadets, a system of honors recognized academic achievement with uniform stars and special privileges. Cadets had the option to concentrate in Engineering-Science or Management-Science. Ocean-Science became an option later. The first elective courses were offered to above-average students. Independent study and scholars programs were established for outstanding students. The first Academy computer center was established.

By most measures, the social life of cadets improved. More liberty was granted. First classmen could have cars. Extracurricular activities flourished, including debate and drill teams, vocal and instrumental groups, and theatrical groups.

Physical education and varsity sports also experienced a renaissance. The football team was undefeated in the regular season in 1962 and played in the Tangerine Bowl. Roland Fieldhouse was dedicated in 1967.

The size of the campus reservation nearly doubled as the Coast Guard implemented a long range Academy building plan. Notably, the Chase Hall barracks underwent a major expansion to accommodate a corps growing from 500 to more than 1,000 cadets. Superintendent Rear Admiral Stephen H. Evans had the words "Who lives here reveres honor, honors duty" carved into the deck of the Chase Hall foyer.

The Academy continued to reflect the changing face of America with the arrival of the first African-American cadet, who graduated in 1966.

In 1967, the Coast Guard transferred from the Treasury Department to the new Department of Transportation. To reflect the service's revised role, the Academy curriculum expanded into economics and management, and a program of eight academic majors emerged.



1970s

The Academy's evolution from a "trade school" for Revenue Cutter Service officers to an elite institution of higher education had transformed the Academy over its first 100 years. The academic stature of the Academy was now widely recognized.

To begin its second century, the Academy removed another major social barrier. In July 1976, the Coast Guard Academy became the first federal service academy to admit women — and did so by choice, not by government mandate. Women quickly proved themselves at the Academy. In 1979, a woman became Regimental Commander of the Cadet Corps, the first woman to earn corps command at any of the federal service academies.

The Crew Team won the small college national championship, and the swim team went undefeated for two years, producing two All-Americans.



1980s

The decade began as fourteen women — the first female graduates from the Coast Guard Academy — earned their Bachelor's degrees and commissions as members of the Academy's Class of 1980.

New facilities at the Coast Guard Academy included some of the most sophisticated labs in the world. In 1987, the Academy installed SCANTS (Ship Control and Navigation Training Simulator), a ship's bridge simulator that creates nearly every situation the commander of a cutter may encounter without actually going to sea.

The Academy's maritime tradition enjoyed a boost when the Rowing Center was dedicated in 1982, and the Seamanship Sailing Center was dedicated in 1984. These were built as joint CGA Foundation and Alumni Association projects, and are considered among the nation's best waterfront facilities for competitive sailing and rowing.

The changing face of the nation continued to be reflected at the Academy. In 1981, the first Korean-American cadet graduated. In 1983, the first African-American women cadets graduated. In 1985, a female cadet graduated first in her class — a first in Academy history.

In 1988, *Eagle* made its historic trip to Australia. Walter Cronkite and Alex Haley spoke at the departure ceremony. In addition, the Coast Guard Academy conferred its first honorary Doctorate in Letters on Alex Haley in 1988.

Superintendents

CAPT John A. Henriques
 CAPT Leonard G. Shepard
 CAPT Daniel B. Hodgson
 CAPT Joseph W. Congdon
 CAPT Oscar C. Hamlet
 CAPT David A. Hall
 CAPT William E. Reynolds
 CAPT John E. Reinburg
 CAPT William V.E. Jacobs
 CAPT Frederick C. Billard
 CAPT Thaddeus G. Crapster
 CAPT Byron L. Reed
 CAPT William V.E. Jacobs
 CDR Harold D. Hinckley
 CAPT Harry G. Hamlet
 CAPT Randolph Ridgely Jr.
 CAPT Edward D. Jones
 Rear Admiral James Pine
 Rear Admiral Wilfred N. Derby
 Rear Admiral Arthur G. Hall

Dates of Service

February 1877 - June 1883
 June 1883 - April 1887
 April 1887 - May 1890
 April 1894 - June 1895
 June 1895 - November 1898
 December 1898 - October 1902
 October 1902 - January 1908
 January 1908 - February 1910
 March 1910 - June 1914
 June 1914 - August 1918
 August 1918 - March 1919
 March 1919 - October 1919
 October 1919 - March 1923
 March 1923 - May 1928
 May 1928 - June 1932
 September 1932 - June 1935
 July 1935 - June 1940
 July 1940 - July 1947
 August 1947 - August 1950
 September 1950 - August 1954

Superintendents

Rear Admiral Raymond J. Mauerman
 Rear Admiral Frank A. Leamy
 Rear Admiral Stephen H. Evans
 Rear Admiral Willard J. Smith
 Rear Admiral Chester R. Bender
 Rear Admiral Arthur B. Engel
 Rear Admiral John F. Thompson
 Rear Admiral Joseph J. McClelland
 Rear Admiral William A. Jenkins
 Rear Admiral Malcolm E. Clark
 Rear Admiral Charles E. Larkin
 Rear Admiral Edward Nelson, Jr.
 Rear Admiral R. P. Cueroni
 Rear Admiral Thomas T. Matteson
 Rear Admiral Paul E. Versaw
 Rear Admiral Douglas E. Teeson
 Rear Admiral Robert C. Olsen, Jr.
 Rear Admiral James C. Van Sice
 Rear Admiral J. Scott Burhoe

Dates of Service

September 1954 - June 1957
 July 1957 - February 1960
 February 1960 - June 1962
 June 1962 - July 1965
 July 1965 - June 1967
 June 1967 - June 1970
 June 1970 - July 1973
 July 1973 - June 1974
 June 1974 - June 1977
 June 1977 - January 1981
 July 1981 - June 1982
 June 1982 - June 1986
 June 1986 - June 1989
 June 1989 - June 1993
 June 1993 - June 1997
 June 1997 - June 2001
 June 2001 - June 2005
 June 2005 - January 2007
 January 2007 - Present



2000s

When terrorists attacked the Twin Towers in New York on September 11, 2001, standard lines of communication were lost. A Coast Guard communications team in Boston, including recent Academy graduates, became a remote command center that helped coordinate the evacuation of lower Manhattan. On that fateful day, the nature and scope of the Coast Guard mission changed. By 2003, the Coast Guard formally transferred from the Department of Transportation to the newly-created Department of Homeland Security.

The Academy responded to the post-9/11 world by preparing officers for the service's evolving roles in homeland security. Intelligence gathering, for example, took on new urgency.

Geospatial Information Systems (GIS) use satellite data to build precise 3D images of shorelines and cityscapes. The Academy developed a GIS program including two labs equipped with GIS hardware and software. Today, cadets attend classified, secret-level briefs to discuss geospatial issues with imagery recently collected and not yet publicly released. They see information about potential targets for terrorists and consider what security measures can be taken.

The Coast Guard also continues its core humanitarian missions. In the aftermath of Hurricane Katrina, the Coast Guard was saving lives before any other federal agency, even though nearly half of the local Coast Guard personnel lost their own homes in the storm. More than 33,500 people were rescued or evacuated by Coast Guard members. Their leaders — many of them Academy graduates — took decisive action in a time of crisis, leveraged available resources, and focused on what mattered most: saving lives.

1990s

The Leadership Development Center (LDC) was established at the Academy in 1998, creating a leadership center of excellence for the entire Coast Guard. The LDC improves the Coast Guard's performance by training members to demonstrate leadership competencies. The LDC staff reaches out to all enlisted, officer, cadet, reserve, civilian, and auxiliary members of the Coast Guard through classroom training, unit level programs, and web-based curricula.

The Coast Guard Academy has been dedicated to producing leaders of character since 1876. With that proud history and tradition as a foundation, the Coast Guard Leadership Development Center offers emerging leaders a superior growth experience.



Combination cover worn by today's Coast Guard Academy cadets.

The Academy Experience Today

The small size and varied missions of the Coast Guard create the need for well-rounded officers who can provide effective leadership in practically any situation. The Coast Guard Academy answers the need by providing cadets with a life experience that prepares them to lead.

The Academy is an academic challenge, a physical challenge, and a leadership challenge. The experience is grounded in the Academy's educational philosophy, which grows from three interwoven objectives:

1. To provide a well-rounded undergraduate education including specialization in a field of interest to the cadet and the Coast Guard.
2. To provide, by rule and example, an environment which encourages a high sense of duty, loyalty, and honor.
3. To provide training which prepares each graduate to immediately assume the duties of a junior officer aboard ship, ashore, or in the air.



ACADEMICS

All cadets study a core curriculum of 24 academic courses in hard sciences, mathematics, technology, and liberal arts. A four-course progression in nautical science is also required.

Cadets select from 8 major academic fields:

- ✦ Civil Engineering
- ✦ Electrical Engineering
- ✦ Government
- ✦ Management (Information Systems)
- ✦ Marine and Environmental Sciences
- ✦ Mechanical Engineering
- ✦ Naval Architecture and Marine Engineering
- ✦ Operations Research and Computer Analysis (Applied Mathematics)

LEADERSHIP

Cadets learn to be leaders by applying the concepts they have been taught in order to lead each other. The Corps of Cadets is largely a self-directed organization that follows a standard military chain of command:

- ✦ 1st class cadets lead the Corps
- ✦ 2nd class cadets are cadre in Swab Summer training
- ✦ 3rd class cadets are mentors to 4th class cadets
- ✦ 4th class cadets are followers

The Corps includes eight separate companies comprised of cadets from all four classes. Together, these eight companies form a single Regiment. The senior Cadet, the Regimental Commander, reports to the Commandant of Cadets (a Coast Guard Captain).

15

“The mission of the United States Coast Guard Academy is to graduate young men and women with sound bodies, stout hearts, and alert minds...”

These words reflect a way of thinking and doing that is unique to the Coast Guard Academy.





16 ATHLETICS

All cadets participate in competitive athletics. On fields of play, cadets step outside the military command structure because ability — *not rank* — drives team assignments and playing time. This is a unique quality of the Academy experience. Inter-company sports competitions provide both an opportunity to apply athletic skills and blow off steam.

SOCIAL LIFE

Social events are integral to the cadet experience. Concerts, plays, movies, and other events are regular campus happenings. While social life is limited during 4th class year, opportunities for activities and liberty become more frequent as privileges are earned. Academy faculty and local families often sponsor cadets and welcome them into their homes for dinner, holidays, or just a break from the rigors of Academy life.

AFTER THE ACADEMY

Graduating cadets earn a Bachelor of Science degree and a commission as an Ensign in the U.S. Coast Guard. They are committed to five years of active duty service, although the large majority of Academy graduates choose to serve longer. Academy graduates enjoy exceptional career opportunities in the Coast Guard:

- ★ Aviation
- ★ Strategic Intelligence
- ★ Aeronautical Engineering
- ★ Environmental Management
- ★ Aviation Safety Management
- ★ Shipboard Operations
- ★ International Affairs
- ★ Shipboard Engineer
- ★ Marine Engineering
- ★ Shore Operations
- ★ Public Affairs

The Academy has about 950 cadets and graduates approximately 200 per year. Unlike the other federal service academies, for which a Congressional nomination is required for admission, applicants to the Coast Guard Academy are chosen by merit competition only, without consideration of gender, ethnicity, or political influence.



“No branch of service has been in the business of saving lives longer than the Coast Guard. No other branch does more to protect our environment. Few do as much to defend our homeland against the shadowy threats of illegal drugs and, now, terrorism. In the end, this remarkable institution is so special not because of its storied history — but because it is also so clearly indispensable to America’s future.

During times of challenge, the Coast Guard Academy remains an ‘anchor to windward’ — helping us point the way forward and keeping our leaders grounded when the gusts and gales of adversity stir up the seas of our times.”

President George H. W. Bush





UNITED STATES
COAST GUARD
ACADEMY
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