

THE ACCOMPLISHMENTS OF TEN COAST GUARD CUTTERS

TRANSFERRED TO THE UNITED KINGDOM

On April 5, 1941, President Roosevelt authorized the Secretary of the Treasury to transfer ten 250-foot cutters of the United States Coast Guard to the United Kingdom. This action was taken in accordance with the terms of the Act of March 11, 1941, (an Act to Promote the Defense of the United States). The President, having consulted with the Chief of Naval Operations and the Commandant of the Coast Guard, had found that the defense of the United Kingdom was vital to the defense of the United States, and that it would be in the interests of our national defense to transfer the ten cutters as "defense articles" under an agreement which had been duly concluded with His Majesty's Government.

DESCRIPTION OF THE CUTTERS

The cutters in question had been built between the years 1928 and 1932. They were all 42-foot beam, 16-foot maximum draft and 1979 tons displacement. Five of them, the CAYUGA, ITASCA, SARANAC, SEBAGO and SHOSHONE were 3200 Horsepower, and five of them, the CHAMPLAIN, MENDOTA, CHELAN, PONTCHARTRAIN and TAHOE, were 3000 Horsepower. They were all fuel oil burners of single screw, steel-hull construction, each with a speed of 16 knots per hour, driven by turbine electric power, and with a capacity of 90,500 gallons of fuel oil each. The CAYUGA had a cruising radius at economical speed of 6,050 miles and all the others of 7,542 miles. At the maximum speed all but the ITASCA, SHOSHONE and MENDOTA had a cruising radius at maximum speed of 3,600 miles. These three had a cruising radius at maximum speed of 4,500 miles.

COST, COMPLEMENT AND OPERATION

The ten cutters each had a complement under the Coast Guard of 8 commissioned officers, 4 warrant officers and 85 enlisted men. During the fiscal year 1940 they had cruised an average of 20,705 miles each at an average annual cost of operation for each of \$186,029.00. Other details were as follows:

<u>NAME</u>	<u>JUNE 30, 1940 STATION</u>	<u>DATE COMMISS- IONED</u>	<u>WHERE BUILT</u>	<u>COST</u>	<u>OPERATION COST-1940</u>	<u>MILES CRUISED 1940</u>
CAYUGA	Boston, Mass.	3/22/32	Staten Is., N.Y.	\$896,503	\$202,545	15,574.2
ITASCA	San Diego, Cal.	7/12/30	Oakland, Cal.	894,226	180,760	27,635.5
SARANAC	Galveston, Texas	10/2/30	Oakland, Cal.	894,226	185,479	22,324.4
SEBAGO	Norfolk, Va.	9/2/30	Oakland, Cal.	894,226	185,340	27,350.9
SHOSHONE	Alameda, Cal.	1/10/31	Oakland, Cal.	892,979	129,337	14,665.2
CHAMPLAIN	Stapleton, N.Y.	1/24/29	Quincy, Mass.	880,552	198,779	19,336.4
MENDOTA	Norfolk, Va.	3/23/29	Quincy, Mass.	880,552	211,438	19,461.9
CHELAN	Boston, Mass.	9/5/28	Quincy, Mass.	882,846	215,645	22,066.1
PONTCHARTRAIN	Stapleton, N.Y.	10/13/28	Quincy, Mass.	882,846	177,312	14,072.5
TAHOE	New Bedford, Mass.	11/8/28	Quincy, Mass.	882,846	173,615	24,568.8

THE WHITE HOUSE
WASHINGTON

April 5, 1941

My dear Mr. Secretary:

Consultation having been had with the Chief of Naval Operations of the Navy and with the Commandant of the Coast Guard, I find that:

(1) The defense of the United Kingdom is vital to the defense of the United States;

(2) Sections 4 and 7 of the Act of March 11, 1941 have been complied with by the necessary agreement on the part of His Majesty's Government in the United Kingdom;

(3) It would be in the interests of our national defense to transfer the defense articles set forth in the annexed schedule.

I therefore authorize you immediately to make the transfer to His Majesty's Government in the United Kingdom of the defense articles set forth in the annexed schedule.

I would appreciate it if you would arrange with the Chairman of the British Supply Council in North America for the time, method, and other details of the disposition.

Very sincerely yours,



The Honorable

The Secretary of the Treasury.

- DESCRIPTION OF 250-FOOT CUTTERS -

VESSEL NAME	YEAR BUILT	BEAM MOLDED	DRAFT MAX.	DIS-PLACE- MENT	GROSS TONS	HULL MATER- IAL	SPEED KNOTS	H. P.	POWER	FUEL	FUEL OIL CAP.	CRUISING ECON. Speed	RADIUS MAX. SPEED
CAYUGA	1932	42'	16'	1979 T.	1573 T	Steel	16	3200	Turb. El.	Oil	90500 gals.	6050	3600
ITASCA	1930	42'	16'	1979 T.	1573 T	Steel	16	3200	" "	"	"	7542	4560
SARANAC	1930	42'	16'	1979 T.	1573 T	Steel	16	3200	" "	"	"	7542	3600
SEBAGO	1930	42'	16'	1979 T.	1573 T	Steel	16	3200	" "	"	"	7542	3600
SHOSHONE	1930	42'	16'	1979 T.	1573 T	Steel	16	3200	" "	"	"	7542	4560
CHAMPLAIN	1929	42'	16'	1979 T.	1632 T	Steel	16	3000	" "	"	"	7542	3600
MENDOTA	1929	42'	16'	1979 T.	1632 T	Steel	16	3000	" "	"	"	7542	4560
CHELAN	1928	42'	16'	1979 T.	1632 T	Steel	16	3000	" "	"	"	7542	3600
PONTCHARTRAIN	1928	42'	16'	1979 T.	1632 T	Steel	16	3000	" "	"	"	7542	3600
TAHOE	1928	42'	16'	1979 T.	1632 T	Steel	16	3000	" "	"	"	7542	3600

NOTE: All of the above vessels are single screw.

DEFENSE ARTICLES AUTHORIZED FOR TRANSFER
BY THE SECRETARY OF THE TREASURY TO THE
UNITED KINGDOM

April 5, 1941

INSTRUCTIONS
TO COMMANDING
OFFICERS

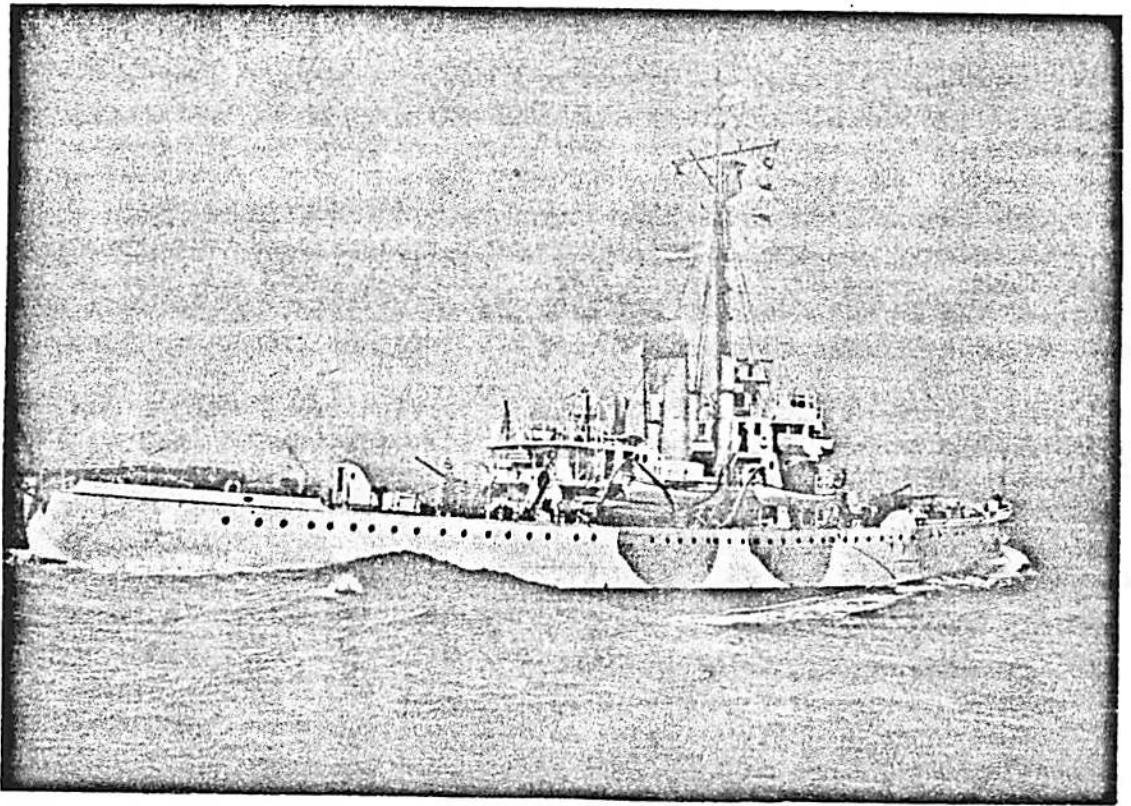
On April 5, 1941, the Commandant sent identical instructions to the commanding officers of each of the ten vessels that, when all armament had been installed and their vessels degaussed and calibrated, they were to report to the Commander of the New York District. Each vessel was to be prepared for delivery to the British following detailed instructions, and the actual transfer of command and delivery of each vessel was to be on a date designated by the Commander of the New York District.

DELIVERY TO
BE MADE AT
NAVY YARD,
BROOKLYN, N.Y.

The delivery of the ten vessels was to be made at the Navy Yard, Brooklyn, N. Y., and was to be as early as practicable, consistent with the readiness of the vessels and the availability of the relieving personnel. The vessels and equipment were to be delivered "as is" except as modified by Headquarters' orders or the following detailed instructions.

ACTION PRIOR
TO TRANSFER

Prior to transfer of command and delivery of vessels, certain action was outlined. In these instructions each commander was to obliterate the ship's name from the hull by the removal of the letters and, also, the ship's name and Service designation on all equipment, carefully repainting over surfaces after such removal. Records of public property and all other ship's records were to be complete as of delivery date. Quintuplicate priced invoices were to be prepared on all equipment; stores, including commissary stores and supplies, including ammunition, to be transferred with the vessel. After the arrival of each vessel in New York, the personnel was to be reduced to the minimum required under prevailing conditions, with surplus personnel to be transferred as directed by the Commander of the New York District. The commander of each vessel, however, was required to furnish competent details of men for the instruction and indoctrination of the British personnel relieving them. Personnel records, pay accounts and muster rolls were to be brought up to date and, together with publications and equipment, transferred as subsequently directed. Each vessel was to be fueled to capacity, with an adequate supply of lubricants taken on board, and fresh water tanks filled to capacity. All ship's accounts, including allotments, mess accounts, clothing and ship's service store were to be closed out.



U.S.C.G. CUTTER SARANAC

PROCEDURE
OF ACTUAL
TURN-OVER

During the period of transfer, the crews were to be mixed - Coast Guard and British, but all Coast Guard personnel was to be removed from the cutters prior to their final departure from a United States port. The Commander of the New York District was to designate in advance a date of transfer agreeable to the relieving British commanding officer. On that date the vessel and her equipment were to be delivered to the new British commanding officer, who was to be supplied with the priced invoices of equipment, stores and supplies to be transferred with the vessel, and his receipt obtained. All keys, including magazine keys, were to be turned over and receipted for. There would follow the transfer of all Coast Guard personnel, except the special details required for instruction or indoctrination, such personnel to remain on board while in a United States port only as observers and without responsibility. A roster of such observers was to be submitted by each commanding officer to the Commander of the New York District. Each commanding officer was to report to the New York District Commander the time and date the transfer was effected, together with a statement that all instructions had been complied with. He was also to submit copies of all receipted invoices in triplicate for transmission to Headquarters.

ARTICLES TO
BE REMOVED

Publications to be removed and forwarded to the issuing officer at Headquarters included Coast Guard Regulations with changes and circular letters, Pay and Supply Instructions with amendments, Courts and Boards, Ordnance, Manual of Engineering Instructions, Bulletin of Engineering Information, U. S. Navy (Restricted), and Communications and Uniform Regulations. The same treatment was to be accorded all ship's files and records, except those necessary for the operation of the ship by the new command, including all engineering log books subsequent to June, 1940; the engineering letter file except letter DG-RR; all secret, confidential and restricted letters, publications, charts and devices, registered or non-registered; and boat number plates. To be forwarded to the district to which the vessel was permanently attached were all records and files pertaining to allotment ledger and pay accounts, after closure, including rough rolls, file copies of vouchers, allotment ledgers, schedules, etc. To the Depot were to be shipped the bronze Coast Guard plaque which was located in the Wardroom of each vessel, metal identifying letters on bows of boats and cast letters forming names of cutters located on the stern. To the New York Store, for issue upon Headquarters' authorization, were to go all uniform clothing, athletic equipment, broadcast receivers and spare parts, fictional and professional



HOTEL PENNSYLVANIA
NEW YORK

24th April '41

Dear Admiral Waesche,
In reply to your verbal
question the transfer of the
Coastguard Cutters is proceeding
most satisfactorily, & subject
to the success of sea trials
now in progress I anticipate
being ready to take over the
first four next Wednesday 30th
April.

Yours faithfully
A. F. E. Palliser
Captain R.N.

24th April, 1941.

Dear Admiral Waesche:

In reply to your verbal question the transfer of the
Coast Guard cutters is proceeding most satisfactorily, and sub-
ject to the success of sea trials now in progress I anticipate
being ready to take over the first four next Wednesday, 30th April.

Yours faithfully

A. F. E. PALLISER
Captain R.N.

libraries, motion picture projectors, accessories and spare parts, motion picture cameras and accessories, photographic equipment and supplies, portable public address systems and spare parts. Personnel instructions were to be destroyed. All articles transferred out of the ship were to be invoiced to the units to which they were forwarded.

CUTTERS
PAINTED
WAR COLOR

By April 9, 1941, all machinery for the transfer had been set in motion, and the transfers were expected to take place in an orderly manner with Captain R. W. Dempwolf, Coast Guard Commander at New York representing the Coast Guard, and Captain A. F. E. Palliser, R. N., H.M.S. MALAYA, representing the British. Four cutters were on that date being painted the British war color by the United States Navy Yard, in accordance with the request of the British authorities, and, upon completion of the painting, these vessels would be in all respects ready for transfer. The other six would follow along in accordance with the schedule as planned. Instruction and indoctrination of the British crew were to be made in Long Island Sound over a period of two weeks, after which it was expected that the British could take over the cutters and navigate them satisfactorily alone. Two Coast Guard officers, Lieutenant Commander H. E. Grogan and Lieutenant J. P. German, Commanding Officer and Engineer Officer, respectively, of the PONTCHARTRAIN were designated to act as liaison between commanding officers of the Coast Guard vessels and the relieving British commanding officers.

COAST GUARD
CUTTERS ARE
TURNED OVER
TO THE
BRITISH

On April 30, 1941, the first four of the ten Coast Guard cutters were turned over to the British, after a short ceremony attended by Rear Admiral R. R. Waesche, United States Coast Guard, Admiral A. Andrews, United States Navy, and Captain H. V. McKittrick, United States Navy. The cutters were handed over by Captain R. W. Dempwolf, Commander of the New York District, United States Coast Guard, and accepted on behalf of the Royal Navy by Captain A. F. E. Palliser, D.S.O., Royal Navy. The cutters in question were renamed as follows:

U.S.C.G.C. SARANAC	as H.M.S. "BANFF"
U.S.C.G.C. TAHOE	as H.M.S. "FISHGUARD"
U.S.C.G.C. PONTCHARTRAIN	as H.M.S. "HARTLAND"
U.S.C.G.C. MENDOTA	as H.M.S. "CULVER"

On May 2, 1941, the fifth cutter, the U.S.C.G.C. CHELAN, was formally handed over by Captain Dempwolf and renamed:

H.M.S. "LULWORTH".

On May 12, 1941, after a ceremony attended by The Honorable Herbert E. Gaston, Assistant Secretary of the Treasury, the Honorable William R. Johnson, Commissioner of Customs, and Captain H. V. McKittrick, U. S. Navy, three more cutters were handed over to the British and commissioned in the Royal Navy as follows:

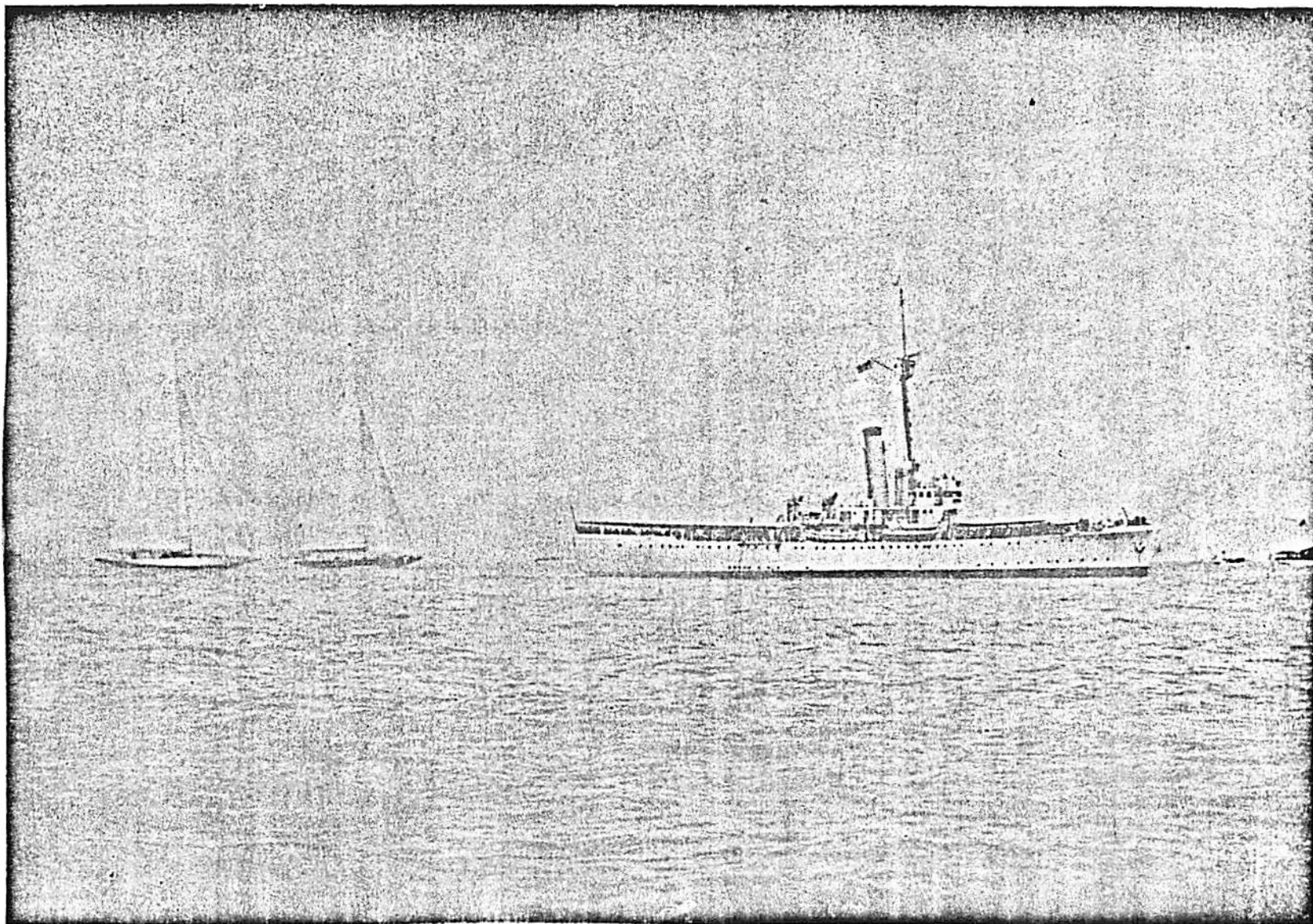
U.S.C.G.C. SEBAGO	as H.M.S. "WALNEY"
U.S.C.G.C. CAYUGA	as H.M.S. "TOTLAND"
U.S.C.G.C. CHAMPLAIN	as H.M.S. "SENNEN"

On May 20, 1941, Captain R. W. Dampwolf formally handed over the U.S.C.G.C. SHOSHONE which was renamed:

H.M.S. "LANDGUARD"

Finally, on May 31, 1941, the last of the ten cutters, the ITASCA, was turned over to the British and renamed:

H.M.S. "GORLESTON"



CUTTER CHAMPLAIN AT 1937 INTERNATIONAL YACHT RACES

TYPES OF WORK

VARIETY OF DUTIES PER- FORMED

It was only during the last five years that a detailed statistical record had been kept of various types of work performed by the ten transferred cutters. Most of the cutters performed an equal amount of boarding work during this period, with the exception of the TAHOE, whose record of 809 vessels boarded was over twice the group average for the period, and of the ITASCA, whose 528 boardings were 50 percent above the average. The SHOSHONE reported two and a half times the average number of vessels reported by the group for infractions of navigation laws, and the TAHOE twice the average. The SEBAGO led in derelicts destroyed, and the CHELAN in regattas patrolled. The CAYUGA and MENDOTA did the greatest amount of anti-smuggling patrol work, while the ITASCA and MENDOTA led in time devoted to assistance work. The MENDOTA and PONTCHARTRAIN spent over twice the average number of hours in winter cruising, while the SHOSHONE, ITASCA and CHELAN did all of the Bering Sea Patrol work done by the group. The CHAMPLAIN and CHELAN led in International Ice Patrol activity, and the CAYUGA devoted more time than any of the rest to Cadet Practice Cruises. The TAHOE gave the greatest amount of time of any in the group to ice breaking.

PRINCIPAL WORK PERFORMED
BY
TEN TRANSFERRED CUTTERS
January 1, 1936 to March 31, 1941
(No figures compiled prior to 1936)

H O U R S E N G A G E D I N

<u>Cutter</u>	<u>Hours Underway</u>	<u>Miles Cruised (Naut.)</u>	<u>Ves-sels-Boarded</u>	<u>Ves-sels-Reported</u>	<u>Dere-licts-Des-troyed or Sal-vaged</u>	<u>Regat-tas Patrol-led</u>	<u>Anti-Smug-gling Patrol</u>	<u>Assis-tance Work</u>	<u>Win-ter Cruis-ing Duty</u>	<u>Bering Sea Patrol</u>	<u>Int'l. Ice Patrol</u>	<u>Cadet Prac-tice Cruise</u>	<u>Ice Break-ing</u>
CAYUGA	11,007	97,920	336	21	3	3	867	971	1,822	-	456	3,059	57
ITASCA	12,287	134,002	528	56	5	6	70	2,117	226	4,479	-	-	-
SARANAC	9,632	105,118	374	16	1	-	-	668	-	-	-	1,130	-
SEBAGO	10,423	104,176	331	16	15	7	-	1,306	2,395	-	-	2,042	54
SHOSHONE	11,116	111,774	285	104	5	2	269	630	-	4,911	-	-	-
CHAMPLAIN	14,644	102,755	200	35	4	5	-	403	3,144	-	5,292	-	-
MENDOTA	11,238	93,171	202	16	12	2	720	1,844	3,933	-	1,456	-	59
CHELAN	14,087	108,878	304	37	4	13	267	1,498	1,203	1,566	4,462	-	-
PONTCHAR- TRAIN	12,822	98,321	215	19	9	6	61	808	3,726	-	3,202	-	-
TAHOE	<u>11,887</u>	<u>92,475</u>	<u>809</u>	<u>85</u>	<u>4</u>	<u>7</u>	<u>97</u>	<u>1,931</u>	<u>1,084</u>	<u>-</u>	<u>3,551</u>	<u>-</u>	<u>188</u>
AVERAGE OF EACH	11,914	104,859	358	41	6	5	235	1,218	1,753	1,096	1,842	623	36

(For year by year record see Appendix - A)



COAST GUARD OFFICER EXAMINING PAPERS OF A FISHING SMACK

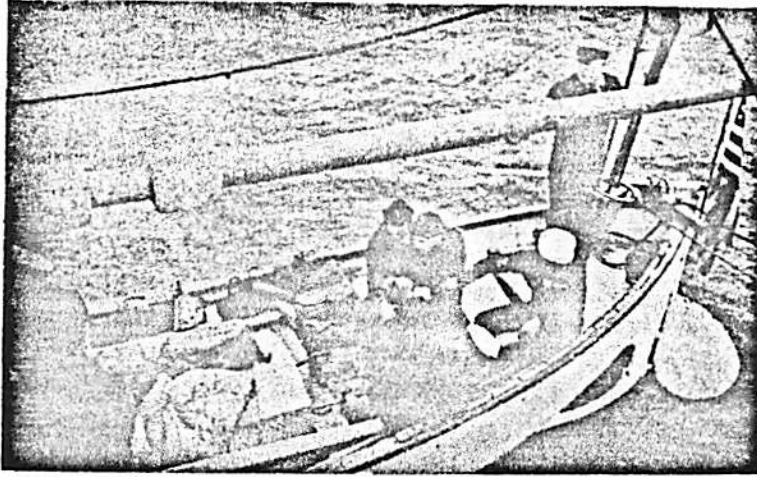
OUTSTANDING EVENTS

CAYUGA HAD SEEN SERVICE IN SPAIN

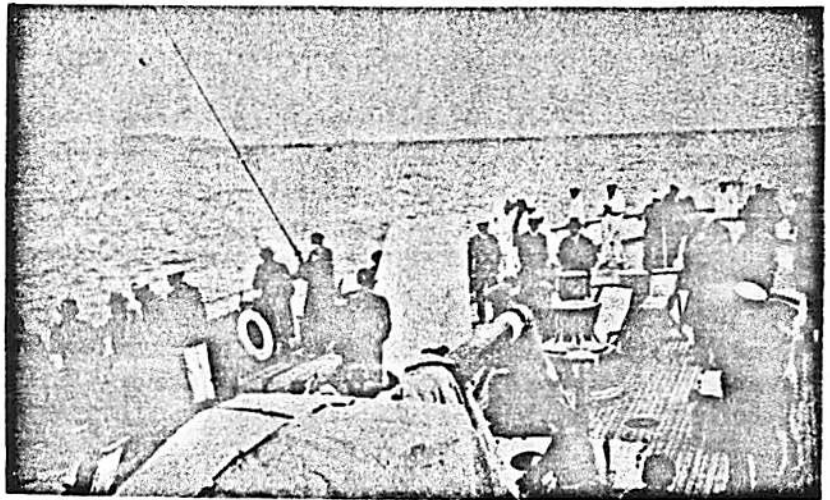
During its nine years of service as a Coast Guard cutter the CAYUGA had varied its routine of Cadet Practice Cruising out of New London, Connecticut, and ice breaking in Buzzards Bay with exciting duty abroad. While on a Cadet Practice Cruise off Havre, France, on July 23, 1936, the cutter was placed under jurisdiction of the Navy Department and ordered to report to the Commanding Officer of the U.S.S. OKLAHOMA for duty in connection with the Spanish Revolt. On orders from the OKLAHOMA, the CAYUGA proceeded to San Sebastian where she arrived at 6:30 p.m. on July 24th, and a motor surfboat was sent ashore to confer with American Embassy officials who were summering there. Anchored off the harbor was the H.K.S. VETERAN from whose officers it was learned that on the previous afternoon a government torpedo boat had engaged the rebel forces, endangering vessels in the harbor. The British officers advised against entering the harbor for this reason and because of the limited space for maneuvering. Shortly afterward the French cruiser INDOMPTABLE and a French submarine chaser left the harbor bound eastward. The VETERAN had taken aboard fifteen Americans among other refugees, and during the afternoon departed for St. Jean de Luz, France. There had been no casualties among Americans and no fighting during the past twenty-four hours, but the situation was tense and uncertain. The streets of San Sebastian were being patrolled by armed groups of the "Fronte Popular." The trolley wires had been pulled down, buildings barricaded, and the greatest confusion prevailed. A body of men armed with machine guns had trained them on the CAYUGA'S surfboats, which lay off the landing awaiting the return of the officer detailed to visit Embassy officials, and demanded they leave the harbor. After some talk the boats were permitted to remain.

AMERICAN AMBASSADOR REMAINS

The next day, the 25th, the CAYUGA was ordered to proceed to Fuenterrabia and contact American Ambassador Claude S. Bowers, who was staying there. This was about an hour's run from San Sebastian and the Ambassador was found at the landing, having observed the arrival of the CAYUGA. The Ambassador's wife had been making an American flag, and was glad to receive an ensign from the cutter. Conditions were found to be quiet and the Ambassador had decided to remain. The CAYUGA returned to San Sebastian at 5:40 p.m., and sent a boat to report to Counselor



CAYUGA at San Sebastian, Spain, 26 July, 1936, taking aboard American refugees. After all others had come aboard, the boat was hoisted to permit this crippled old lady to be lifted aboard in her chair.



American refugees aboard CAYUGA enroute to St. Jean de Luz, France, from San Sebastian, Spain, 26 July, 1936.

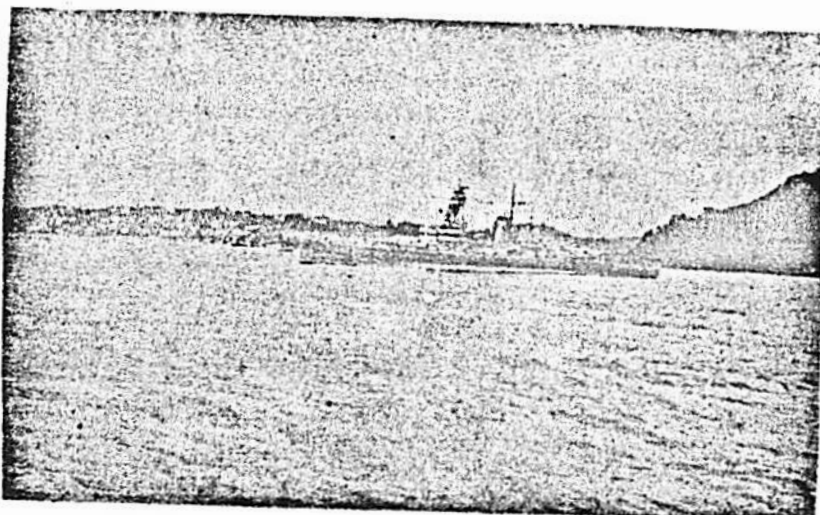
of Embassy Hallett Johnson. While the boat was ashore a small Spanish torpedo boat accompanied by two fishing boats, all flying Spanish ensigns at the main with red flags at the fore, approached the harbor entrance and fired about fifteen shots toward the city. The objective seemed to be a rebel stronghold on the outskirts. After an hour's desultory firing the torpedo boat and her consorts withdrew and disappeared towards the west.

AMERICANS
AND OTHERS
EVACUATED

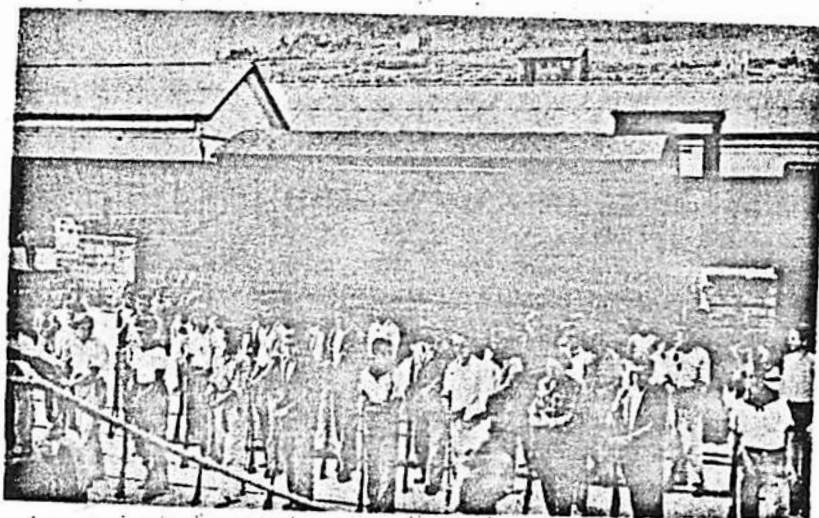
Next morning, the 26th, boats were sent ashore to transport Embassy staff and refugees to the CAYUGA. During the day sixty-one officials and refugees and their baggage were brought aboard under trying weather conditions, and at 4:20 p.m. the cutter proceeded to St. Jean de Luz, France. There were fourteen Americans, including the Counselor of Embassy and First Secretary, fourteen British, including the Vice Consul and Commercial Attache, twelve Norwegians, including the Minister, Secretary and Consul, three Dutch, including the Minister and Secretary, three Chileans, including the Vice Consul, and numerous other Swedes, Swiss, Uruguayans and Argentinians. These passengers ranged in age from a baby in arms to an invalid of eighty in a chair, and their safe transportation in a rough open sea was a considerable undertaking. The battle on the edge of San Sebastian was continuing with the rebels advancing and terrible bloodshed was feared. All Americans, however, were believed evacuated, including an American woman and her son who had been at Zarouz in the interior, and who were brought to the coast after a dangerous trip by an Embassy staff member. The Finnish Vice Consul's wife had been shot during a street battle. Most of the rest of the diplomatic corps had left for Irun on the French frontier. The Embassy codes and files were safe on the CAYUGA. On the 29th the CAYUGA proceeded with the Ambassador to Bilboa, Spain, where the cadets were transferred to the U.S.S. WYOMING for transportation to the United States. Later the cutter took the Ambassador as far as Vigo, Spain, while he inspected conditions in coastal towns along the route.

COAST GUARD
VESSEL ALLAYS
SUSPICION

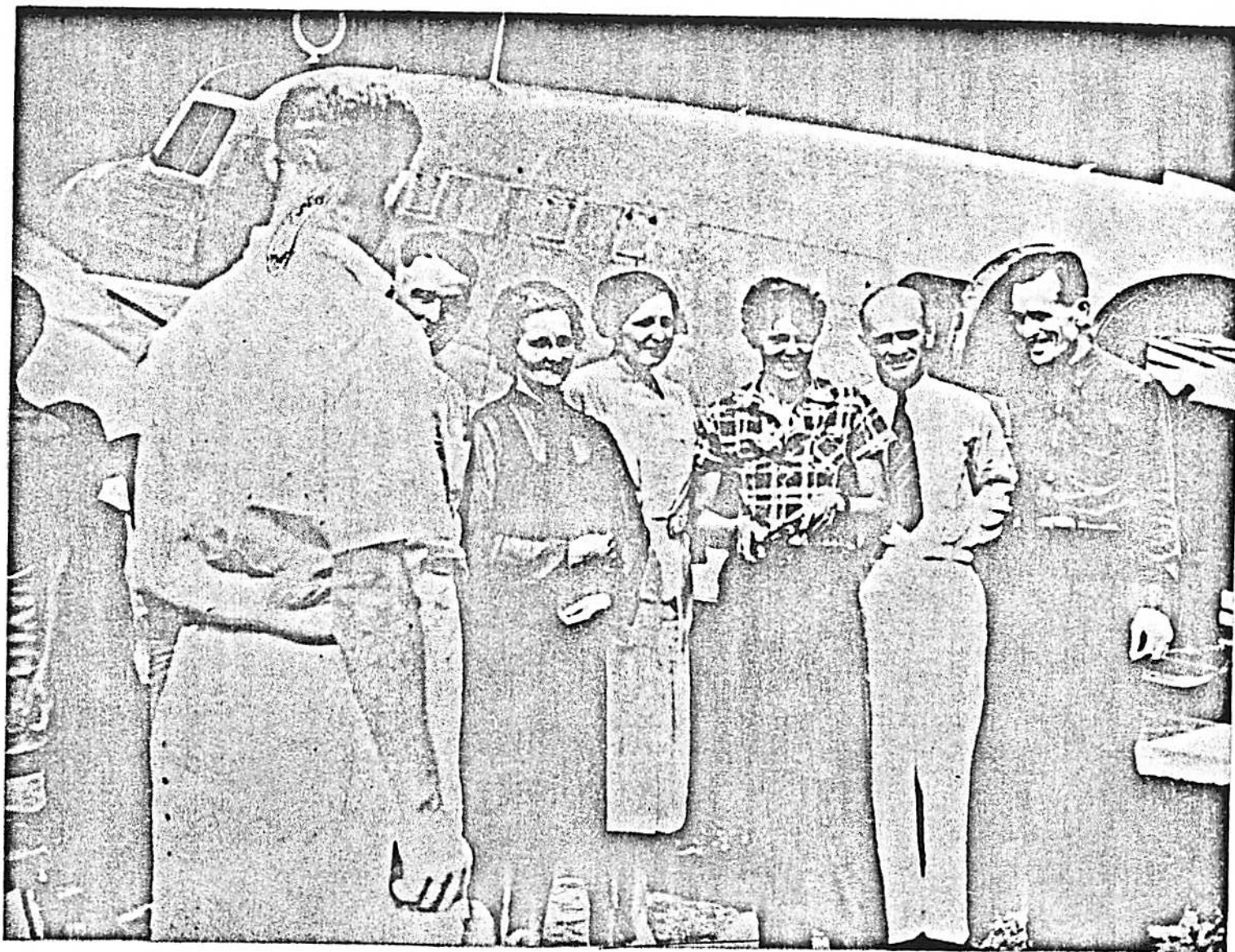
It is believed that the presence of the CAYUGA in her capacity as a Coast Guard vessel did much to allay the suspicion that the rival factions had of warships in general. A serious situation had been narrowly averted, for example, when the German battleship "DEUTSCHLAND" had attempted to land an armed party at San Sebastian on July 26th. The fortunate location of the CAYUGA at the outbreak of hostilities and her prompt dispatch to San Sebastian were important factors in assuring the safety of Americans and foreign diplomats at that place. Their situation was critical because of the lack of communications except by sea, and because the coastal towns were hemmed in by rebels occupying



German Man-o-war DEUTSCHLAND
and British destroyer at San
Sebastian, Spain, 26 July, 1936.
Photo taken from CAYUGA.



Spanish "Leftists" at Bilbao, Spain,
August, 1936. Photo taken from deck
of CAYUGA.



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LAST PICTURE OF AMELIA EARHART AND HER NAVIGATOR FRED NOONAN AT LAE, NEW GUINEA.

the surrounding hills. The evacuation of the diplomatic colony was timely and averted a more serious situation. The landing party of the CAYUGA showed good judgment in their contacts with the Spanish military forces ashore, and were to be commended for the efficient accomplishment of a delicate mission.

ITASCA TO THE
AID OF AMELIA
EARHART

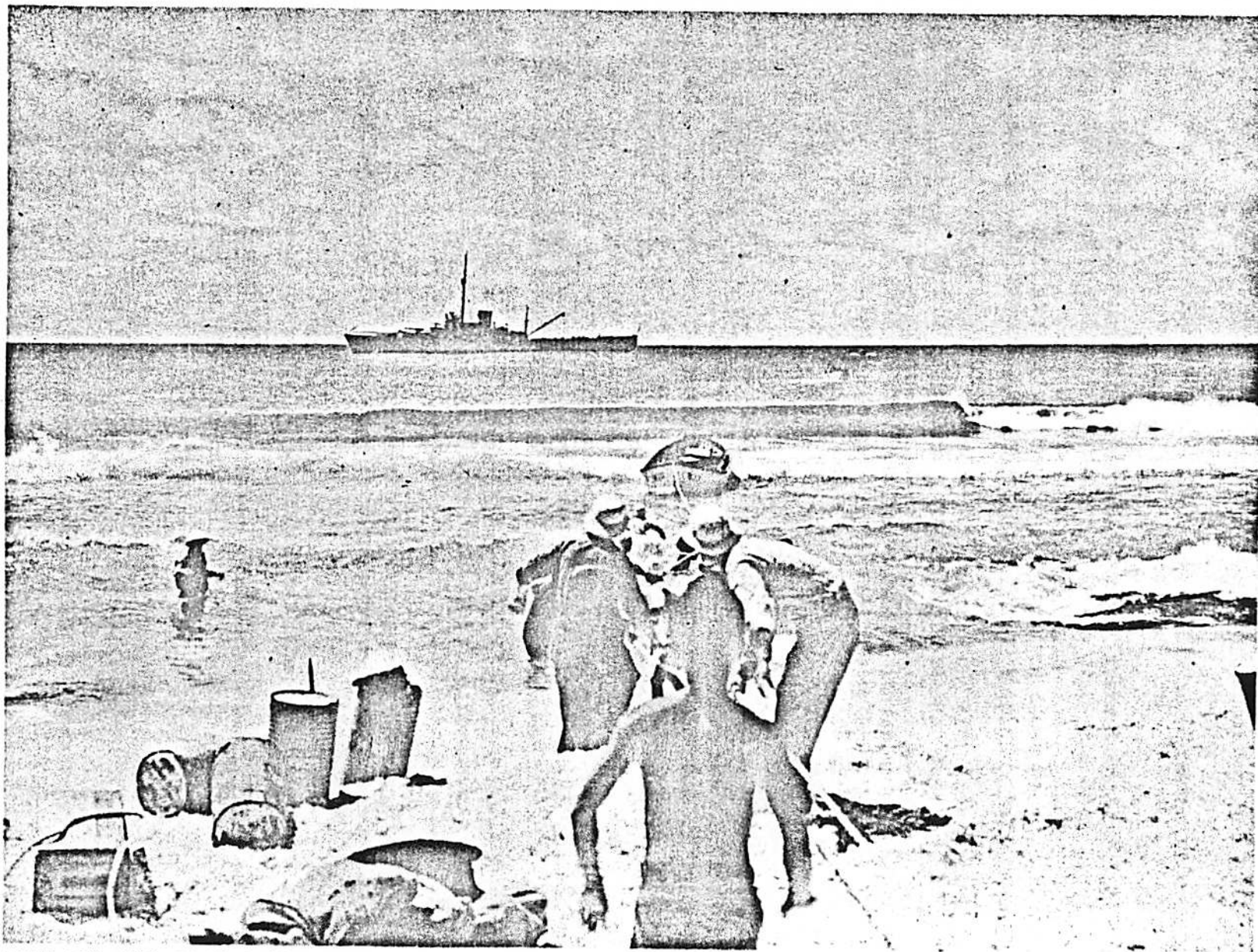
On June 10, 1937, the ITASCA was ordered to proceed from Los Angeles to Honolulu for duty in connection with a cruise to the Equatorial Islands. She arrived in Honolulu on the 15th and made arrangements for guard duty, in connection with the projected flight across the Pacific of Amelia Earhart from the Lae, New Guinea to Honolulu. On June 18th the cutter left Honolulu enroute to Howland Island with a large number of temporary personnel, including Army and Navy officers, Department of the Interior employees and two newspapermen. On the 24th she completed landing stores and equipment at Howland Island and proceeded to Baker Island, where she landed Interior Department personnel and stores. From the 26th to the 30th of June she held a position off and on the lee side of Howland Island awaiting the arrival of the Earhart plane. During this period Interior Department personnel and technical aides were at work on runways and other precautionary work connected with the flight.

AMELIA EAR-
HART SETS OUT
ON HER LAST
FLIGHT

On July 1st verification was received from San Francisco that Amelia Earhart Putnam had departed Lae, New Guinea, at noon, Lae time, and was enroute for Howland. On July 2nd the cutter was in contact with the Earhart plane at 2:45 a.m. and intermittently thereafter. The early radio reception was poor. At 6:14 a.m., July 2nd, the plane reported its position as 200 miles out of Howland. At daylight the ITASCA commenced laying a heavy smoke screen. At 6:45 a.m. the plane reported its position 100 miles out and at 7:42 a.m. it reported apparently over the island with gas running low, but as yet not sighting land. At 7:58 a.m. the plane reported circling and requested transmission on 7500 k.c.s. for bearings. At 8:00 a.m. the plane reported reception of the cutter's signals, but was unable to obtain a minimum for a bearing. At 8:43 a.m. the plane reported being on line 157-337 and running north and south with no reference point given. The reception was excellent. At 9:00 a.m., there being no sign of the plane, the shore party returned to the ship, and at 10:40 a.m. it was assumed the plane was down and the cutter got under way at full speed to search the area.

VISIBILITY
AND FLYING
CONDITIONS
EXCELLENT

The flying conditions within a radius of 40 miles of Howland Island were excellent with an east wind of 8 to 13 miles per hour, the sea smooth and ceiling unlimited as far as could be observed.



MEN PULLING BOAT THRU SURF AT HOWLAND ISLAND

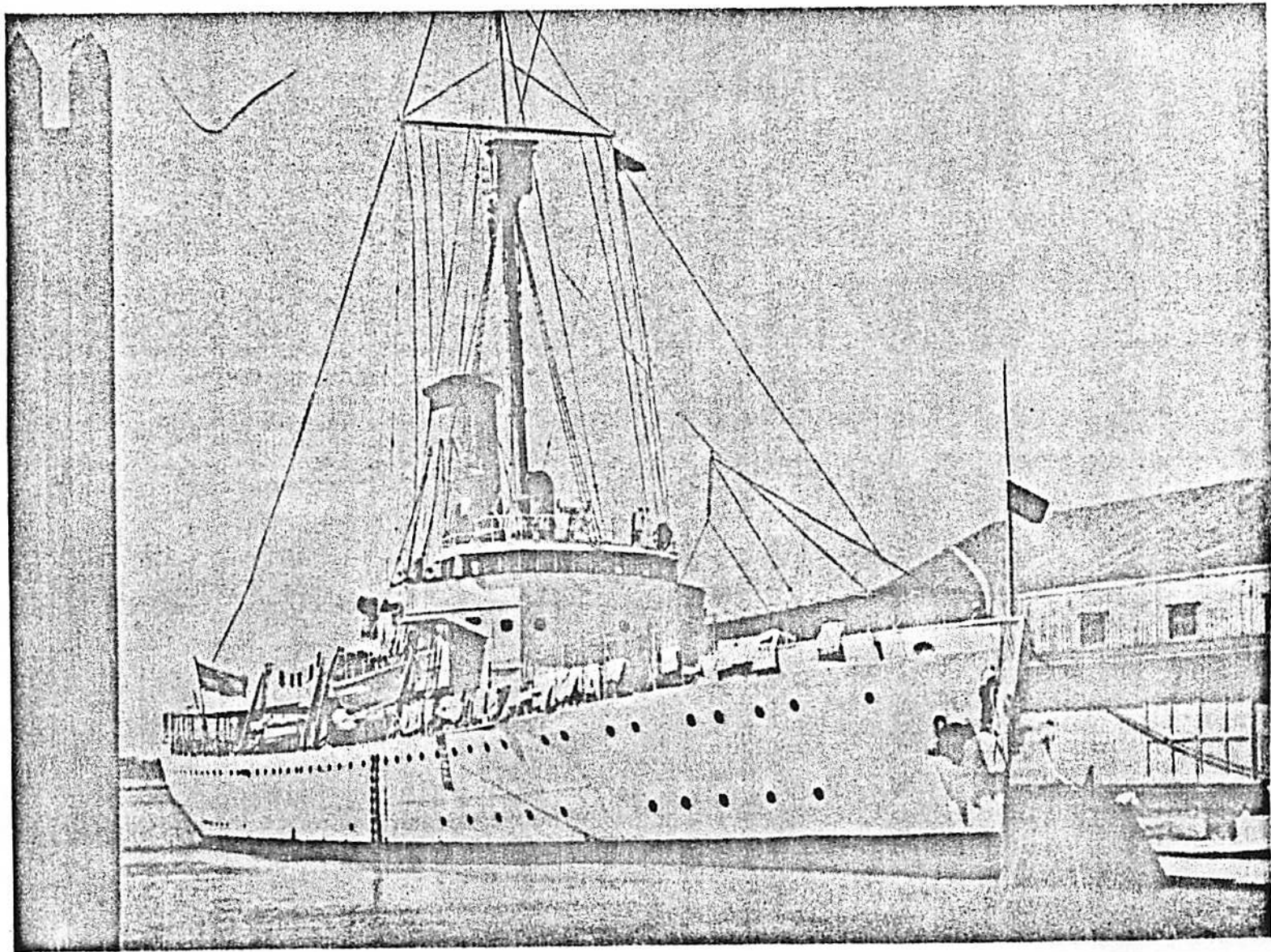
The sun was rising clear and bright, with the island, the ship and the smoke screen in its glare. Visibility to the north and west was excellent to the horizon, but beyond that continuous banks of heavy cumulus clouds were visible. The plane's transmissions had indicated a flight through cloudy and overcast skies throughout the night and morning, and that dead reckoning distance had been accomplished. The plane's signal strength had been high and unchanged during the last hour of transmission, and its line of position had indicated that the dead reckoning had run correct. Throughout the proceeding night stellar navigating possibilities south and east of Howland and close to Howland had been excellent.

PLANE ASSUMED
TO BE DOWN
OVER 40 MILES
AWAY

Due to the conditions which existed north and west of Howland and due to the fact that the plane obtained no fix during the latter part of its flight due to cloudy weather, it was assumed that the plane may have missed the smoke screen, ship or island visually due to their lying in the glare of the rising sun, and passed north of Howland some two hundred miles. It was further assumed that the line of position obtained was a "sun" line, obtained when the plane emerged from the cloudy area north and west of Howland, and that it may have carried the line of position found along its line of flight for the period necessary for the navigator to work and plot his line of position not in excess of one hundred miles. From these assumptions it was deduced that the plane did not come down within a radius of forty miles of Howland Island. The most logical area of search, therefore, lay in a sector of a circle between forty and two hundred miles off the island and between bearings 337 and 45 true from it.

SEA PLANE
SETS OUT
FROM PEARL
HARBOR

Five of the personnel and a radio operator were left on the island in charge of high frequency radio direction apparatus to obtain bearings, if possible, on the plane. The ITASCA searched throughout the day to the northward of Howland Island and during the night of July 2-3rd with searchlights, extra lookouts posted and all hands on the alert. Information received from San Francisco indicated that there was a possibility that the plane might use radio while on the water. It might also keep afloat a considerable time. It had an emergency rubber boat and plenty of emergency rations. The ITASCA had suggested to the Commander of the Hawaiian Section the desirability of a Navy seaplane assisting in the search from Pearl Harbor. At 9:45 p.m. on July 2nd, definite instructions were received from the Commandant of the 14th Naval District that the ITASCA be at Howland Island at daybreak on July 3rd, to provide tender service for a plane which had left Pearl Harbor at 7:23 p.m. As the Navy plane was already in the air



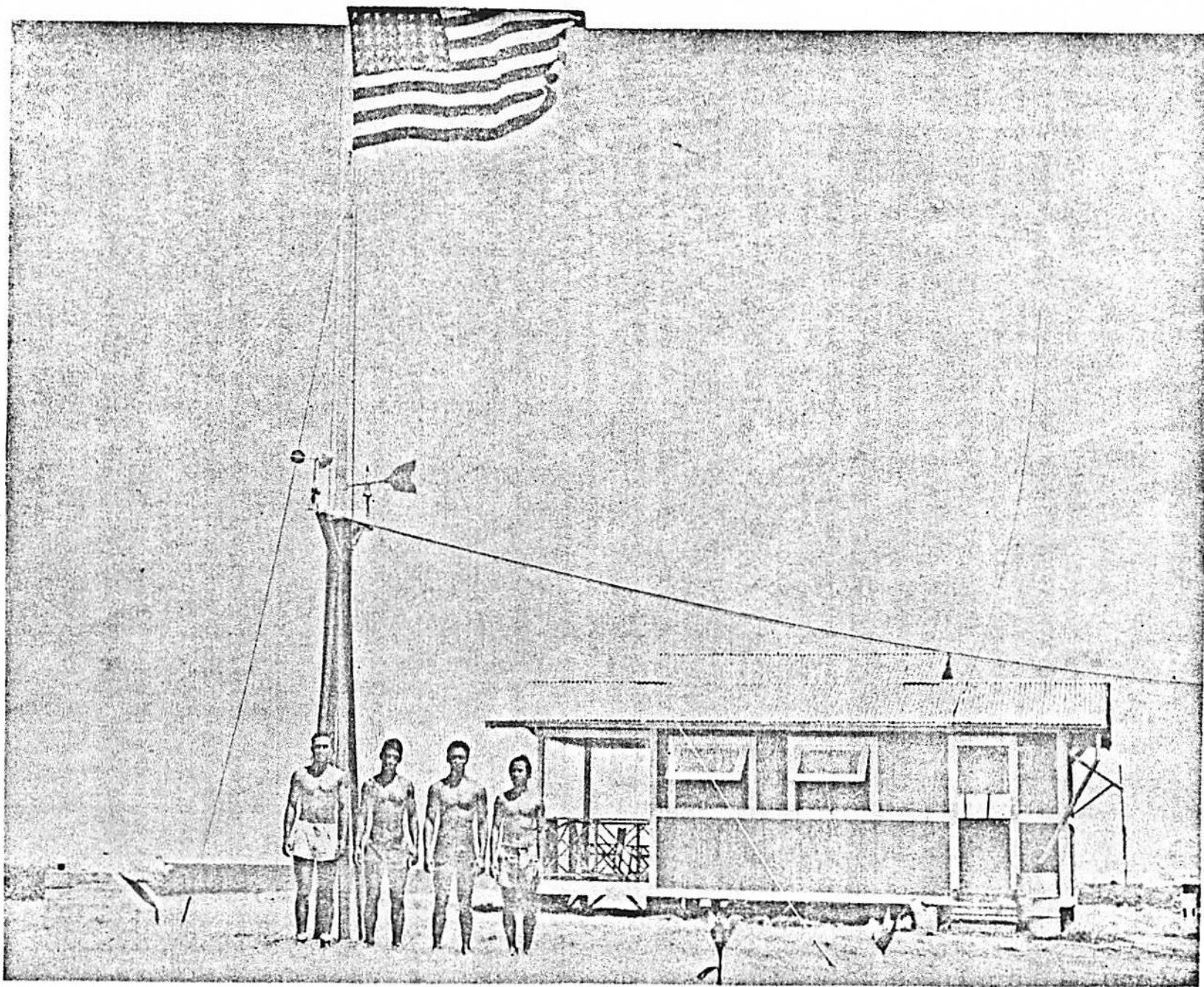
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ITASCA, U.S.COAST GUARD.

enroute to Howland the search had to be abandoned temporarily. Arriving at Howland at 7:10 a.m., the ITASCA was informed nine minutes later that the Navy plane was turning back to base on account of extremely bad flying weather. The cutter, consequently, resumed its search northward of Howland throughout the 3rd. During the day San Francisco reported that four different radio stations at Los Angeles had reported receiving the Earhart position as 179°W. with 1.6°N. in doubt. Consequently, the cutter stood west to this position for the purpose of proving or disproving these reports.

WIDESPREAD
SEARCH FOR 13
DAYS ALONG
EQUATOR

From July 4th until the 16th the ITASCA conducted a search for the missing plane, which took her as far west as Tarawa Island (173°E. 1.6°N.), as far north as 5.6°N., and as far south as Arorai Island (177°E. 2.6°S.). At 2:42 a.m. on July 5th the Naval Radio Station at Wailupe intercepted a message which read: "281 North Howland Call KHAQQ Beyond North Don't Hold With Us Much Longer Above Water Shut Off." The cutter stood north to the position indicated and advised all steamers in the vicinity. At 9:00 p.m. that night lights which had the appearance of flares were sighted to the northward and the cutter stood up to investigate. These lights had every indication of a bursting green rocket, but were finally attributed to a meteorological shower which was reported both by the Howland Island Station and the U.S.S. SWAN. On the 6th the cutter proceeded south and east to effect rendezvous with U.S.S. COLORADO for refueling. This was accomplished at 6:38 a.m. on July 7th, and, after conferring with the Commanding Officer of the Navy vessel, the ITASCA searched south and west of Bakers Island from July 8 to 10. On the 11th she proceeded under orders to Arorai (Hurd) Island in the Gilbert Group, where she arrived at 6:00 a.m. on July 13th. Officers who landed there failed to get any information regarding the plane from the natives, and the cutter then proceeded to Tamana (Rotcher) Island, where natives were also questioned with negative results. During the 14th the cutter visited Nauki (Henderville) Island and Kuria (Woodle) Island, and on the 15th at 6:50 a.m. raised Tarawa Island, where no information of the Earhart plane was to be had nor had any wreckage been seen, although a definite lookout had been kept. On the 16th the ITASCA was relieved of further search duty while enroute for Howland Island, where she stopped on the 18th, returning to Honolulu on the 24th.



BAKER ISLAND, GOVERNMENT HOUSE AND ENTIRE POPULATION.

EXCEPTIONAL CRUISES

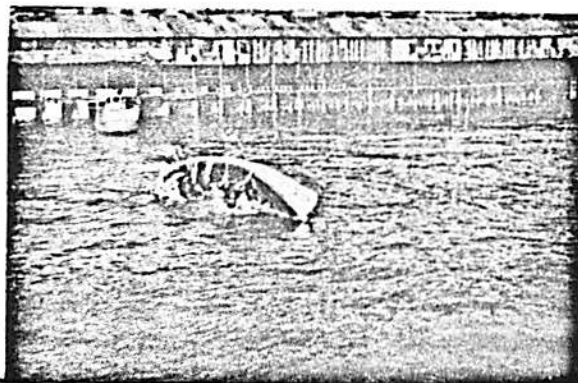
ITASCA ON GOOD WILL CRUISE OF CENTRAL AMERICA

The Coast Guard Good Will Cruise to Mexico, Panama, and the countries of Central America in 1940 was undertaken by the ITASCA and PANDORA. The cruise was the outcome of a recommendation of the Interdepartmental Committee on Cooperation with the American Republics, and the itinerary, approved by the Department of State, included Mazatlan and Acapulco, Mexico; San Jose, Guatemala; La Libertad, El Salvador; Amapala, Honduras; Corinto, Nicaragua; Puntarenas, Costa Rica; Colon, Panama; Puerto Limon, Costa Rica; Cieba, Tela and Puerto Cortes, Honduras; Puerto Barrios, Guatemala and Vera Cruz, Mexico. The cruise began at Mazatlan, Mexico, on January 15, 1940, and was completed in Vera Cruz, Mexico, on March 8, 1940. In ample time, before the scheduled arrival in each country, a letter was addressed to the head of the United States Mission, going into detail regarding the ships' entertaining facilities, the drills that could be held, and requesting assistance in arranging for rifle and pistol matches and baseball games. Visits in ports averaged only three days, but, due to the preparatory work conducted by Commander (E) Ellis Reed-Hill on a preliminary trip in August and September, 1939, and the careful selection of competent officer personnel, the cruise was deemed a great success. Upon arrival in each port salutes were fired and calls were exchanged, and then, following plans already made, commissioned officers, baseball and rifle teams, and, where practicable, liberty parties were transported to the capitals by various means of transport, always furnished gratis by the government or other owners. Following calls by the cutters' officers on the higher government officials, our chiefs of missions held receptions and later the various governments entertained the officers, always in a handsome and most friendly manner. Baseball games were played at practically every stop, with a string of defeats going down the West Coast and wins coming up the East. Drills were held at each place with the breeches buoy, rigging the portable drill mast to the best advantage for spectacular effect, as in San Salvador where the drill was held at the athletic stadium and a man was "rescued" by the buoy from the top of the grandstand. When the shark danger was not too great, capsized drills were held, often alongside the ships while guests were being entertained aboard. At every place visited the cruise was well received and hospitably entertained with the most friendly spirit apparent, except possibly at Vera Cruz,

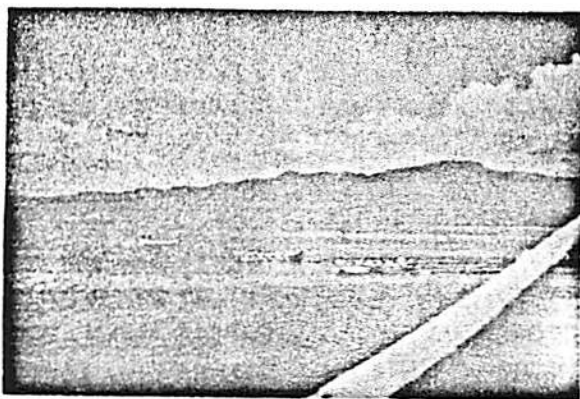
ITASCA'S Good Will Tour - Central America



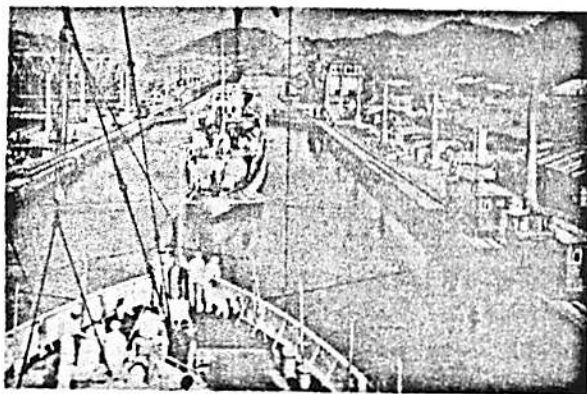
ITASCA'S baseball team at Acapulco, Mexico.



Surfman's capsizing drill, Puerto Limon, Costa Rico.



Crew's boat race, Puerto Cortes, Honduras.

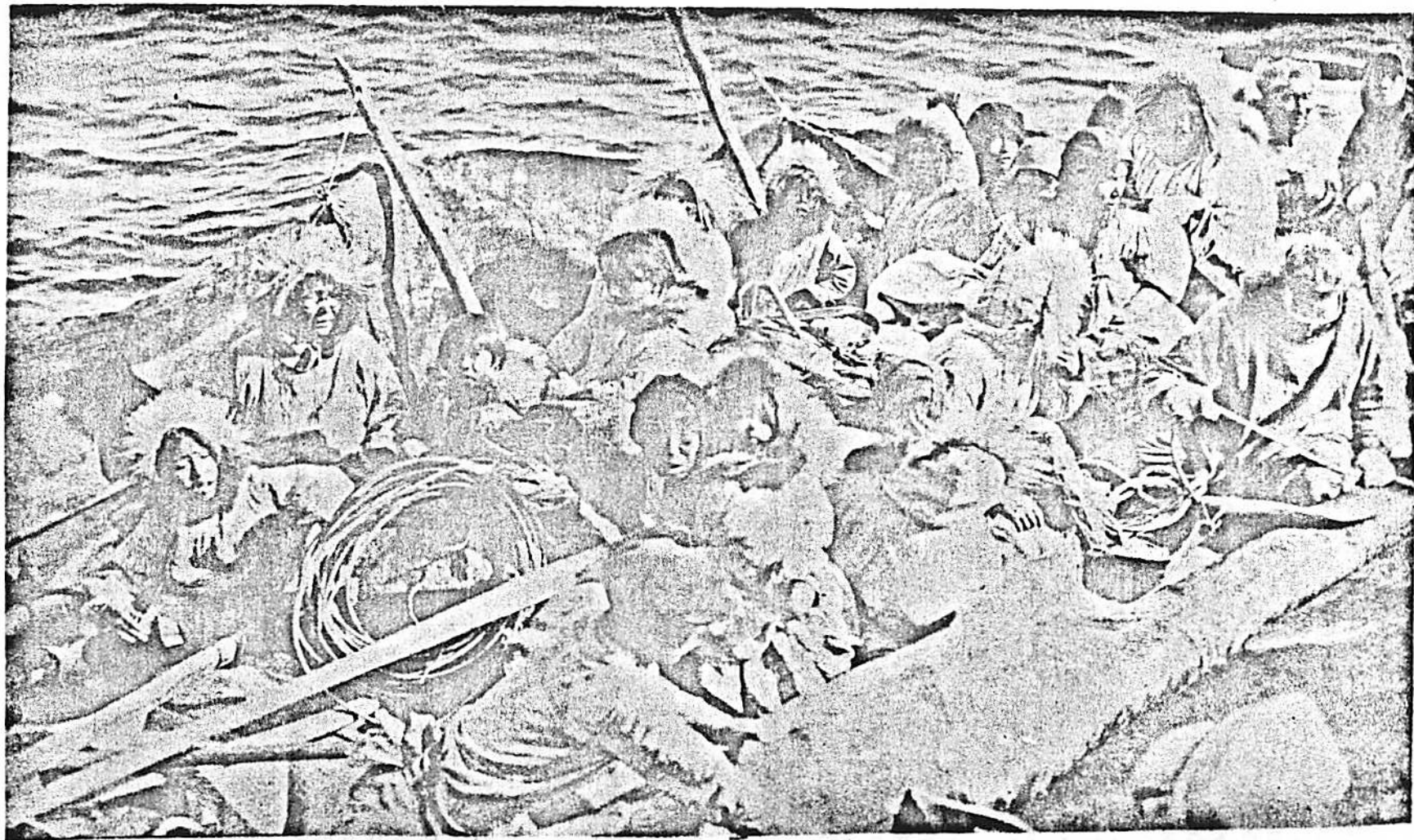


ITASCA passing through Pedro Miguel Locks, Panama Canal.

where, amongst the older people, resentment for 1914 still seemed to exist. The officers and crew were imbued with the desire of demonstrating the friendly feeling of our Government and people for our Latin neighbors, and no unpleasant event occurred at any time to mar the visit.

SHOSHONE ON
BERING SEA
PATROL

On April 20, 1940, the SHOSHONE departed from Alameda, California, for duty with the Bering Sea Patrol Force. Arriving at Valdez on May 1, 1940, the Commanding Officer took oath as Commissioner, Third Judicial District, Territory of Alaska, for the purpose of carrying out the official duties connected with the Patrol. Enroute from Seward to Unalaska stops were made at three villages, where Public Health Service doctors, attached to the Patrol, afforded medical and dental aid to the natives. The census was taken, data for the preparation of sociological reports were collected, and mail and supplies delivered. Arriving at Unalaska on May 7th, the cutter set out three days later to search the Bristol Bay area for foreign fishing vessels, but with negative results. Mail and supplies were delivered to the light stations at Cape Sarichef and Scotch Cap. From May 24th to 27th transportation was furnished to a sick native woman from Perryville to the hospital at Unalaska. From May 28 to June 15th mail was transported from Unalaska to the Pribilof Islands and Nome, a number of villages being visited enroute for the purpose of delivering mail and giving medical and dental assistance. Fifty-two King Island natives were returned to their village from Cape Prince Of Wales where they had been storm bound, having made the trip over from King Island in their skin boats. The location of a village that had moved was checked for correction of Coast and Geodetic survey charts, and an agent of the Interior Department was furnished transportation in connection with the program for the acquisition of reindeer. A native boy was transported from the village of Savoonga to the hospital at Unalaska. From June 22-24th the cutter towed the motor vessel FERN, disabled with a broken main shaft, 100 miles to Unalaska, at the same time furnishing transportation to a sick woman from King Cove. From July 1-5th the SHOSHONE visited the Pribilof Islands, made a landing on Bogoslof Island, rendering medical and dental treatment, taking the census and collecting sociological data. From July 9-12th she cruised the Bristol Bay area, delivering mail to cod fish schooners, transporting one of the fishing vessels' crew to Unalaska for hospitalization and another, a mental patient, for transfer to Seattle. A cruise from July 18-29th as far west as Attu resulted in rendering a variety of similar services. As a result of a shooting affray at King Cove, the Commanding Officer on August 3rd, acting in his capacity as United States Commissioner, held a coroner's



COAST GUARD TRANSPORTING KING ISLANDERS TO NOME

inquest over the wounding of a Filipino boy who died from his wounds enroute to Unalaska. Later from August 6-9th the cutter proceeded to Chignik with a U. S. Deputy Marshal, to investigate an assault, as a result of which three youths were arrested and transported to Unga. While at Chignik the Commanding Officer, as U. S. Commissioner, performed a marriage ceremony. The above are typical of the great variety of law enforcement duties performed by Coast Guard officers in these remote areas, many of them reached only through these periodic patrols. During the four months' patrol the SHOSHONE cruised 13,199 miles, being 1,067 hours underway. Her personnel boarded seven vessels, assisted one vessel, reported one vessel for violation of the navigation laws, transported seventeen whites and eighty-three natives, furnished medical relief to nine whites and two hundred seventy-two natives, and dental relief to eleven whites and three hundred fifty-eight natives, and performed four judicial acts.

SARANAC AND
SEBAGO ON
CADET PRAC-
TICE CRUISE

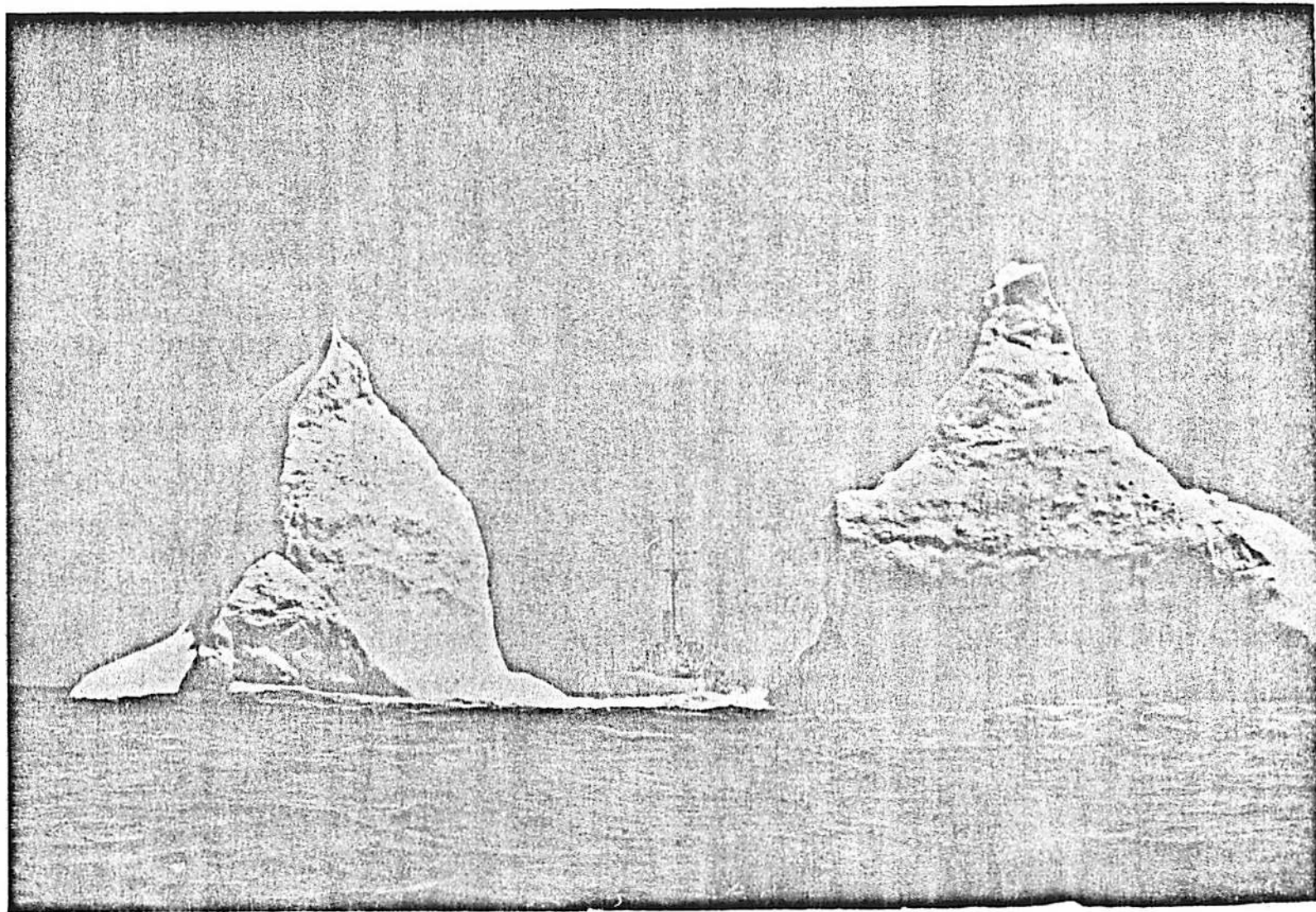
One of the most interesting and instructive Cadet Cruises was that undertaken by the SARANAC and SEBAGO in the summer of 1940. Leaving New London, Connecticut, on May 25, 1940, the SARANAC carried 53 cadets and the SEBAGO 54. They returned to New London on August 10th, having visited Norfolk, Virginia; Havana, Cuba; Cristobal, C. Z.; Acapulco, Mexico; San Francisco, California; San Pedro, California; Balboa, C. Z.; Norfolk, Virginia and Lynnhaven Roads, Virginia, spending 45 days at sea and 33 days in port. On June 10th at Havana a party of cadets visited the Cuban Naval Academy at Mariel, forty miles from Havana, while others engaged in sightseeing tours. Passing through the Panama Canal on June 15th the cutters arrived at Acapulco, Mexico, on June 20th, where they spent three days. They arrived in San Francisco on June 29th and proceeded to visit Mare Island Navy Yard and all Coast Guard activities in the vicinity, including the Maritime Service Training School. July 3rd and 4th were spent at the Golden Gate International Exposition, and on the 6th the Cruise reached San Pedro, California, where they were entertained at Los Angeles and Hollywood and gave a dance on board for some two hundred guests. Leaving San Pedro on the 11th they arrived at Balboa, Canal Zone on the 20th, where no social events and sightseeing trips for the cadets had been arranged due to the short stay in port. Arriving in Norfolk on July 30th the cutters had gunnery drills at Lynnhaven Roads and gunnery practice off Chesapeake Capes. During the cruise the cadets were given training in various duties of the deck and engineering departments. Rotation in watches and assignments was followed by all cadets to afford them an opportunity to perform the various duties on deck and in the engineering department involved in the operation of the practice cutters. When weather conditions permitted, quarters,

drills and inspections were held daily and all cadets engaged in emergency drills aboard ship and were exercised in the lowering and hoisting of ship's boats, when boat drills were held at sea. In port, when the vessels were at anchor, cadets of the first class operated the motor launches as coxswains, and cadets of the third class performed motor launch duty for the liberty parties and other boat trips.

PONTCHARTRAIN
ON INTER-
NATIONAL ICE
PATROL

During 1938 the PONTCHARTRAIN made five cruises on ice patrol in the vicinity of the Grand Banks of Newfoundland. The Labrador current, which in other years had brought many large bergs south into the steamer lanes, was this year singularly free of large bergs up to the end of the first cruise (March 23-April 5), although field ice and growlers made it necessary to shift European traffic from prescribed routes. Much the same conditions prevailed during the second cruise (April 20-May 3), with an increasing tendency for the bergs entering the patrolled area from the north to be concentrated along the coast of the Avalon Peninsula, Newfoundland, and south of Cape Race. On the third cruise (May 17-30) there were evidences of changes to come. The increased warmth of the surface water was showing its effect on the northern edge of the Banks where, because of it, the destruction factor was beginning to equal the supply factor. The fourth cruise (June 15-30) was spent entirely south of the tail of the Banks in the mixing zone of the Labrador Current and the Gulf Stream, where there was evidence at the close of the patrol to show that there had been a sharp reduction in the number of bergs entering the area. Only an occasional berg was finding its way by this time south of Cape St. Francis, a condition which it was felt should maintain itself for the rest of the year. On the fifth cruise (July 14-22) the Labrador Current was scouted out to Latitude 44°30'N. No ice was found and discontinuance of the patrol was accordingly recommended. All bergs except two were north of 48°00'N., moving eastward in the warm water. Only one of the two remaining bergs floated south of Latitude 47°00'N. This one reached 41°45' where it was melting rapidly, being but the size of a small growler on July 19th. On the five cruises the record was as follows:

	No. of Bergs South of 48°N.	No. of Bergs South of 43°N.
1st Cruise (Mar. 23 - Apr. 5)	25	1
2nd Cruise (Apr. 20 - May 3)	110	2
3rd Cruise (May 17 - 30)	150	0
4th Cruise (June 15 - 30)	26	4
5th Cruise (July 14 - 22)	<u>2</u>	<u>1</u>
TOTAL	313	8



COAST GUARD ON INTERNATIONAL ICE PATROL

During the five 1938 cruises of the PONTCHARTRAIN six hundred twenty-nine ice reports were received from two hundred forty-seven vessels and five thousand two hundred sixty-one water temperature reports were received from seven hundred thirty-seven vessels. Ninety-six vessels also furnished special information of various kinds. Only with such continuous and full cooperation from all quarters could the important duty of warning vessels using the sea lanes of menacing bergs have been successfully carried out.

ASSISTANCE WORK

SEBAGO AND MENDOTA IN RESCUE WORK

On December 22, 1939, the SEBAGO went to the assistance of the 2847-ton Greek S.S. ALIAXON, which had grounded two miles north of Wash Woods Beach, Virginia. The 12-inch hawser which the SEBAGO had secured to the bow of the Greek vessel parted, but the MENDOTA, which had come to the scene a few hours later, succeeded in floating the \$200,000 vessel at 4 o'clock next morning with its crew of twenty-seven. On another occasion, March 26, 1935, the MENDOTA received a message from the million dollar Belgian S.S. JEAN JADOT, giving her position as Latitude 43°02'N., 53°40'W., and stating that her rudder was hopelessly broken. The MENDOTA'S fuel supply, on meeting the vessel, being low, the steamship at first towed the cutter which acted as a rudder. This operation not being successful because the rudder plates had taken a permanent set which continually forced the steamer's bow to starboard, the MENDOTA took the steamer in tow and two days later delivered the vessel safely to a salvage tug from Halifax, N. S., having towed her two hundred ten miles. The 5783-ton vessel had a cargo valued at \$2,000,000 and a crew of fifty-nine. On November 13, 1937, the MENDOTA picked up fifteen survivors from the Greek freighter TZENNY CHANDRIS, which had foundered in a storm in the Gulf Stream.

SHOSHONE AND TAHOE HELP THE BATTLE- SHIP TENNES- SEE

At 2:30 p.m. on June 11, 1937, the SHOSHONE received orders to proceed to the assistance of the U.S.S. TENNESSEE, which had run aground northeast of the explosive anchorage off Oakland Mole in San Francisco Bay. After some maneuvering a hawser was run to the TENNESSEE, but the hawser parted at 3:30 p.m. as strain was put on it. At 2:05 a.m. next morning another hawser was placed aboard the battleship, but the SHOSHONE was jammed against the TENNESSEE when the SPENCER, which was assisting also was swung broadside by the current. At four o'clock that afternoon, with the added assistance of the TAHOE and the SPENCER, the TENNESSEE began to swing slowly to starboard, and at 4:16 p.m. was afloat. The SHOSHONE then helped bring her safely to the Naval anchorage off San Francisco.

CHAMPLAIN TAKES SUB- VIVORS FROM FOUNDERED MOHAWK

At 9:28 p.m. on January 24, 1935, while the CHAMPLAIN was standing up the Jersey Coast about 11 miles E.N.E. of Cape May, New Jersey, she received intercepted information that the Norwegian freighter TALISMAN was in collision with the Ward Line Steamer MOHAWK about 4 miles off Sea Girt,

New Jersey. She proceeded at full speed informing the United Fruit Company S.S. LIMON, which was standing by, that she would arrive at 2:00 a.m. At 10:44 p.m. the MOHAWK reportedly had her starboard boats in the water and was over on her side. The MOHAWK was a \$2,000,000 vessel with a crew of 107 and 54 passengers. The LIMON reported at 12:35 a.m. that one boat and the Captain of the MOHAWK were unaccounted for and asked the Coast Guard vessel to take over some 22 survivors which were then on board the LIMON. At 1:14 a.m. the Coast Guard Cutter ALGONQUIN reported picking up five boats with 37 passengers and 47 crew. The CHAMPLAIN arrived on the scene at 1:48 a.m. and immediately began receiving, via Coast Guard small boats, the survivors from the LIMON. In all, 21 of the crew and 1 passenger were made comfortable and fed, and at 4:12 a.m., leaving the Coast Guard Cutter ICARUS to search for more survivors, the CHAMPLAIN laid course for New York where the survivors were transferred to the Marine Hospital.

CHELAN RES-
CUED SIXTEEN
FROM SINKING
BJERKLI

At 7:30 p.m. on March 22, 1937, the CHELAN, while engaged in trailing another vessel, received information that the 1600-ton Norwegian steamer BJERKLI was in distress at approximately 40-42 N., 59-00 W. A fresh northwesterly gale with very rough northwesterly seas was experienced throughout the search and subsequent rescue. Six other vessels answered the distress call. The CHELAN took frequent direction finder bearings on the BJERKLI and located her without difficulty in 39-37 N., 57-45 W., being the first vessel to arrive on the scene. When found, the BJERKLI was deep in the water and hove to. Tarpaulins had been stretched over cargo hatches where the hatch covers had been washed away, and the ship was leaking badly with the forward hold and engineroom filling up. Cracked pipe lines precluded the use of pumps. The master expressed desire to abandon ship and did so with his own boats, the CHELAN standing by close aboard to pick up the crew, meanwhile making a lee and putting out oil. Sixteen officers and crew were taken aboard at 3:50 p.m., on March 23rd, the assistance of two other vessels, which came up in the meantime, being declined. The cutter stood by the abandoned BJERKLI until she sank at 10:50 p.m. She then proceeded 660 miles to Boston, Massachusetts, with the survivors.

RECORD OF ACCOMPLISHMENTS
TEN TRANSFERRED CUTTERS
June 30, 1936 to March 31, 1941
 (No figures compiled prior to June 30, 1936)

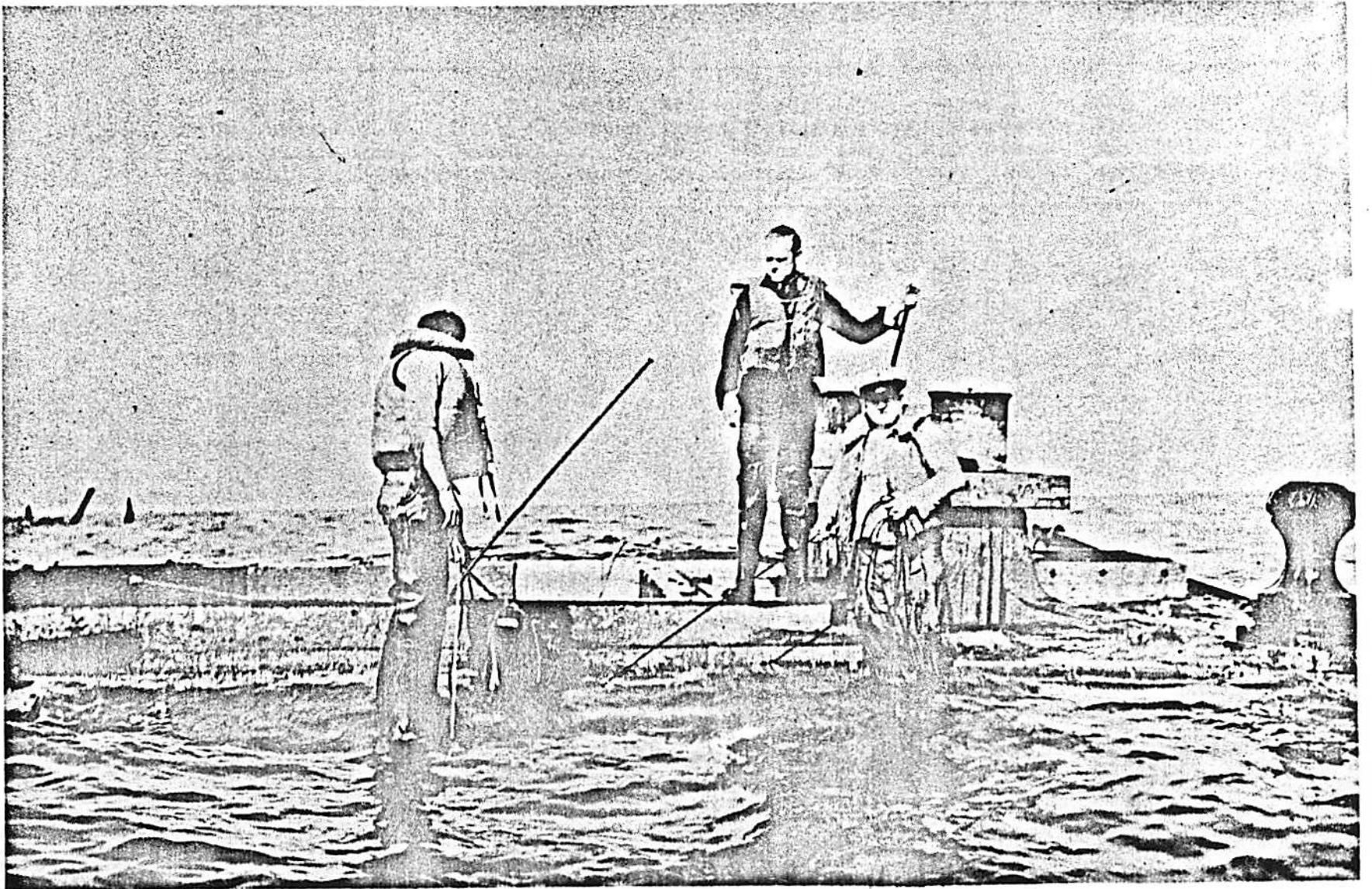
<u>Cutter</u>	<u>Lives Saved or Persons Rescued</u>	<u>Persons on Board Vessels Assisted</u>	<u>Major Instances of Assistance</u>	<u>Misc. Instances of Assistance</u>	<u>Value of Vessels Assisted Includ- ing Cargoes</u>
CAYUGA	65	364	35	17	\$2,666,205
ITASCA	42	239	33	17	3,513,656
SARANAC	44	317	18	7	6,829,650
SEBAGO	110	434	39	19	5,284,507
SHOSHONE	102	1591	36	25	12,504,367*
CHAMPLAIN	56	164	27	13	1,122,720
MENDOTA	185	526	42	15	4,516,400
CHELAN	98	387	33	21	1,541,350
PONTCHARTRAIN	99	238	29	8	2,190,505
TAHOE	<u>24</u>	<u>1454</u>	<u>57</u>	<u>24</u>	<u>17,954,560*</u>
Average of Each	83	571	35	17	5,812,392*

(For year by year record see Appendix - B)

* Includes \$10,000,000 of \$35,000,000 value of U.S.S. TENNESSEE.

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WRECKING CREW FROM COAST GUARD DESTROYS DERELICT WITH TNT MINES

PRINCIPAL WORK PERFORMED

APPENDIX A

(Note:- Previous to January 1, 1936, records not compiled.)

	N U M B E R							H O U R S E N G A G E D					
	Hrs. Under Way	Miles Cruised (Nautical)	Vessels Boarded	Vessels Reported	Dere-licts Desty'd. or Salv'd	Re-gattas Pa-trolled	'Anti-Smug-gling Pa-trol	Assist-ance Work	Winter Cruis-ing Duty	Bering Sea Patrol	Int. Ice Pa-trol	Cadet Prac-tice Cruise	Break-ing Ice
<u>CAYUGA</u>													
Jan. 1 to June 30, 1936	1600	12817	32	-	-	-	319	40	937	-	-	662	57
F.Y. 1937	2576	25739	35	-	-	-	244	13	676	-	456	1305	-
F.Y. 1938	1712	16076	55	-	-	1	59	357	-	-	-	1092	-
F.Y. 1939	1794	17580	93	4	-	1	245	413	-	-	-	-	-
F.Y. 1940	1968	15575	121	17	2	1	-	74	209	-	-	-	-
F.Y. 1941 (to & including 3/31/41)	1357	10133	-	-	1	-	-	74	-	-	-	-	-
TOTAL	<u>11007</u>	<u>96910</u>	<u>336</u>	<u>21</u>	<u>3</u>	<u>3</u>	<u>867</u>	<u>971</u>	<u>1822</u>	<u>-</u>	<u>456</u>	<u>3059</u>	<u>57</u>
<u>ITASCA</u>													
Jan. 1 to 6/30/36	1102	13166	36	18	-	-	70	40	-	-	-	-	-
F.Y. 1937	2726	27766	74	7	-	1	-	556	-	-	-	-	-
F.Y. 1938	1995	22062	143	14	1	1	-	1155	-	-	-	-	-
F.Y. 1939	1618	18210	200	14	4	4	-	291	226	722	-	-	-
F.Y. 1940	2224	27637	45	3	-	-	-	75	-	1816	-	-	-
F.Y. 1941 (to & including 3/31/41)	2616	25141	30	-	-	-	-	-	-	1941	-	-	-
TOTAL	<u>12281</u>	<u>134002</u>	<u>528</u>	<u>56</u>	<u>5</u>	<u>6</u>	<u>70</u>	<u>2117</u>	<u>226</u>	<u>4479</u>	<u>-</u>	<u>-</u>	<u>-</u>

	N U M B E R O F					H O U R S E N G A G E D							
	Hrs. Under Way	Miles Cruised (Nautical)	Vessels Boarded	Vessels Reported	Dere-licts or Salvaged	Re-gattas Pa-trolled	Anti-Smug-gling Pa-trol	Assist-ance Work	Winter Cruis-ing Duty	Bering Sea Patrol	Int. Ice Pa-trol	Cadet Prac-tice Cruise	Break-ing Ice
SARANAO													
1/1 to 6/30/36	752	7920	1	-	-	-	-	25	-	-	-	-	-
F.Y.1937	1629	17377	55	7	1	-	-	30	-	-	-	-	-
F.Y.1938	1887	19816	46	4	-	-	-	209	-	-	-	-	-
F.Y.1939	1725	18752	182	5	-	-	-	253	-	-	-	-	-
F.Y.1940	2062	22326	85	-	-	-	-	148	-	-	-	905	-
F.Y.1941(to & including 3/31/41)	1577	18927	5	-	-	-	-	3	-	-	-	225	-
TOTAL	9632	105118	374	16	1	-	-	668	-	-	-	1130	-

SEBAGO

1/1 to 6/30/36	1314	12841	4	-	1	-	-	54	916	-	-	-	54
F.Y.1937	1525	15635	209	12	12	1	-	298	632	-	-	-	-
F.Y.1938	1130	11425	60	1	1	5	-	107	-	-	-	-	-
F.Y.1939	1593	17445	46	3	1	1	-	172	361	-	-	-	-
F.Y.1940	2680	27374	12	-	-	-	-	457	486	-	-	1069	-
F.Y.1941(to & including 3/31/41)	2181	19456	-	-	-	-	-	218	-	-	-	973	-
TOTAL	10423	104176	331	16	15	7	-	1306	2395	-	-	2042	54

	N U M B E R O F					H O U R S E N G A G E D							
	Hrs. Under Way	Miles Cruised (Nautical)	Vessels Boarded	Vessels Reported	Dere-licts Destyd. or Salvaged	Re-gattas Pa-trolled	Anti-Smug-gling Pa-trol	Assist-ance Work	Winter Cruis-ing Duty	Bering Sea Patrol	Int. Ice Pa-trol	Cadet Prac-tice Cruise	Break-ing Ice
SHOSHONE													
1/1 to 6/30/36	686	9117	-	-	2	-	-	27	-	1638	-	-	-
F.Y.1937	2121	24713	128	68	1	2	-	338	-	759	-	-	-
F.Y.1938	1897	19405	46	6	1	-	-	52	-	-	-	-	-
F.Y.1939	2274	23247	22	2	-	-	269	122	-	1182	-	-	-
F.Y.1940	1360	14666	41	8	-	-	-	42	-	574	-	-	-
F.Y.1941(to & including 3/31/41)	2778	20626	48	20	1	-	-	49	-	758	-	-	-
TOTAL	<u>11116</u>	<u>111774</u>	<u>285</u>	<u>104</u>	<u>5</u>	<u>2</u>	<u>269</u>	<u>630</u>	<u>-</u>	<u>4911</u>	<u>-</u>	<u>-</u>	<u>-</u>
CHAMPLAIN													
1/1 to 6/30/36	1732	14033	-	-	-	-	-	8	582	-	1135	-	-
F.Y.1937	2829	21958	60	13	-	1	-	170	248	-	1663	-	-
F.Y.1938	2324	16066	92	20	1	3	-	98	795	-	-	-	-
F.Y.1939	3142	20737	31	2	1	-	-	71	518	-	1601	-	-
F.Y.1940	2914	19339	17	-	2	1	-	56	1001	-	893	-	-
F.Y.1941(to & including 3/31/41)	1703	10622	-	-	-	-	-	-	-	-	-	-	-
TOTAL	<u>14644</u>	<u>102755</u>	<u>200</u>	<u>35</u>	<u>4</u>	<u>5</u>	<u>-</u>	<u>403</u>	<u>3144</u>	<u>-</u>	<u>5292</u>	<u>-</u>	<u>-</u>

		N U M B E R O F					H O U R S E N G A G E D						
Mrs. Under Way	Miles Cruised (Nautical)	Vessels Boarded	Vessels Reported	Dere- icts or Destyd. Salv'd	Re- gattas Pa- trolled	"Anti- Smug- ging Pa- trol	Assist- ance Work	Winter Cruis- ing Duty	Bering Sea Patrol	Int. Pa- trol	Cadet Prac- tice Cruise	Break- ing Ice	

MENOTA

1/1 to 6/30/36	1635	14088	7	-	1	-	679	283	883	-	-	-	-
F.Y.1937	2795	21072	102	1	4	-	41	652	193	-	1456	-	-
F.Y.1938	1176	11091	48	8	1	1	-	246	621	-	-	-	-
F.Y.1939	1216	11698	38	7	5	1	-	242	1267	-	-	-	-
F.Y.1940	2485	19464	4	-	1	-	-	279	969	-	-	-	59
F.Y.1941(to & including 3/31/41)	1931	15758	3	-	-	-	-	142	-	-	-	-	-
TOTAL	<u>11238</u>	<u>93171</u>	<u>202</u>	<u>16</u>	<u>12</u>	<u>2</u>	<u>720</u>	<u>1844</u>	<u>3933</u>	<u>-</u>	<u>1456</u>	<u>-</u>	<u>59</u>

CHILAN

1/1 to 6/30/36	335	3532	-	-	-	-	-	-	103	-	-	-	-
F.Y.1937	4033	26017	86	29	-	-	166	181	-	1566	-	-	-
F.Y.1938	1654	14703	106	1	2	4	101	941	505	-	-	-	-
F.Y.1939	3020	26142	25	-	2	9	-	186	219	-	2743	-	-
F.Y.1940	2794	21977	84	6	-	-	-	119	140	-	1719	-	-
F.Y.1941(to & including 3/31/41)	2251	16507	3	1	-	-	-	71	236	-	-	-	-
TOTAL	<u>14087</u>	<u>108878</u>	<u>304</u>	<u>37</u>	<u>4</u>	<u>13</u>	<u>267</u>	<u>1498</u>	<u>1203</u>	<u>1566</u>	<u>4462</u>	<u>-</u>	<u>-</u>

		N U M B E R O F					H O U R S E N G A G E D						
		Miles	Vessels	Vessels	Dere-	Re-	'Anti-	Assist-	Winter	Bering	Int.	Cadet	Break-
Hrs.	Under	Cruised	Boarded	Reported	licts	gattas	'Smug-	ance	Cruis-	Sea	Ice	Prac-	ing
Way	Way	(Nauti- cal)			Destyd. or Salved	Pa- trolled	'Pa- trol	Work	ing Duty	Patrol	Patrol	tice Cruise	Ice
PONTCHARTRAIN													
1/1 to 6/30/36	1730	14239	7	-	-	-	61	6	78	-	1324	-	-
F.Y.1937	2097	16489	45	4	5	1	-	-	984	-	-	-	-
F.Y.1938	2615	19391	69	10	1	3	-	-	414	-	1720	-	-
F.Y.1939	2361	20602	48	4	2	1	-	217	1109	-	158	-	-
F.Y.1940	2025	15166	46	1	-	1	-	523	1141	-	-	-	-
F.Y.1941 (to & including 3/31/41)	1994	12434	-	-	1	-	-	62	-	-	-	-	-
TOTAL	12822	98321	215	19	9	6	61	808	3726	-	3202	-	-
TAHOE													
1/1 to 6/30/36	476	4567	246	45	2	-	38	118	-	-	-	-	-
F.Y.1937	1474	14425	238	26	2	2	1	180	-	-	-	-	-
F.Y.1938	2880	21240	30	1	-	3	-	201	136	-	2646	-	-
F.Y.1939	1687	15626	145	3	-	2	58	709	722	-	516	-	-
F.Y.1940	3286	24569	126	2	-	-	-	473	226	-	389	-	188
F.Y.1941 (to & including 3/31/41)	1606	5597	20	8	-	-	-	120	-	-	-	-	-
TOTAL	11409	86024	805	85	4	7	97	1801	1084	-	3551	-	188

<u>SHOSHONE</u>	Lives Saved or Persons Rescued From Peril (Crew & Pass.)	Persons On Board Vessels Assisted (Crew & Pass.)	Instances of Lives Saved & Vessels Assisted (Major)	Instances of Miscellaneous Assistance	Value Of Vessels Assisted, Including Cargoes
Fiscal Year Ending June 30, 1936	2	51	4	4	\$ 34,366
June 30, 1937	3	1291	5	4	11,667,150*
June 30, 1938	11	48	7	14	186,506
June 30, 1939	29	109	6	2	288,000
June 30, 1940	21	42	7	1	220,750
<u>9 Months to 3/31/41</u>	<u>36</u>	<u>50</u>	<u>7</u>	<u>-</u>	<u>107,295</u>
<u>TOTAL (5 yrs. 9 mos.)</u>	<u>102</u>	<u>1591</u>	<u>36</u>	<u>25</u>	<u>\$12,504,367</u>

(* Credited with \$10,000,000 of value for floating U.S.S. TENNESSEE (\$35,000,000)).

<u>CHAMPLAIN</u>	Lives Saved or Persons Rescued From Peril (Crew & Pass.)	Persons On Board Vessels Assisted (Crew & Pass.)	Instances of Lives Saved & Vessels Assisted (Major)	Instances of Miscellaneous Assistance	Value Of Vessels Assisted, Including Cargoes
Fiscal Year Ending June 30, 1936	8	8	3	4	\$ 107,500
June 30, 1937	17	47	6	7	163,300
June 30, 1938	8	48	3	1	342,500
June 30, 1939	5	5	4	1	62,300
June 30, 1940	18	53	7	-	442,120
<u>9 Months to 3/31/41</u>	<u>-</u>	<u>3</u>	<u>4</u>	<u>-</u>	<u>5,500</u>
<u>TOTAL (5 yrs. 9 mos.)</u>	<u>56</u>	<u>164</u>	<u>27</u>	<u>13</u>	<u>\$1,123,220</u>

<u>MENDOTA</u>	Lives Saved or Persons Rescued From Peril (Crew & Pass.)	Persons On Board Vessels Assisted (Crew & Pass.)	Instances Of Lives Saved & Vessels Assisted (Major)	Instances Of Miscellaneous Assistance	Value Of Vessels Assisted, Including Cargoes
Fiscal Year Ending June 30, 1936	57	89	10	1	\$ 381,850
June 30, 1937	5	86	6	2	534,000
June 30, 1938	19	110	5	1	1,521,000
June 30, 1939	21	66	7	6	130,100
June 30, 1940	35	74	8	3	433,350
9 Months to 3/31/41	48	101	6	2	1,516,200
<u>TOTAL (5 yrs. 9 mos.)</u>	<u>185</u>	<u>526</u>	<u>42</u>	<u>15</u>	<u>\$4,516,500</u>

CHELAN

Fiscal Year Ending June 30, 1936	-	37	2	-	\$ 100,000
June 30, 1937	18	60	3	5	187,500
June 30, 1938	48	150	8	7	738,150
June 30, 1939	14	102	9	4	413,500
June 30, 1940	11	32	5	3	57,200
9 Months to 3/31/41	7	6	6	2	45,000
<u>TOTAL (5 yrs. 9 mos.)</u>	<u>98</u>	<u>387</u>	<u>33</u>	<u>21</u>	<u>\$1,541,350</u>

<u>PONTCHARTRAIN</u>	Lives Saved or Persons Rescued From Peril (Crew & Pass.)	Persons On Board Vessels Assisted (Crew & Pass.)	Instances Of Lives Saved & Vessels Assisted (Major)	Instances Of Miscellaneous Assistance	Value Of Vessels Assisted, Including Cargoes
Fiscal Year Ending June 30, 1936	-	6	2	-	\$ 500,125
June 30, 1937	26	25	6	2	58,000
June 30, 1938	4	27	5	2	526,500
June 30, 1939	51	82	9	3	699,600
June 30, 1940	12	99	5	-	406,280
9 Months to 3/31/41	6	5	2	1	-
<u>TOTAL (5 yrs. 9 mos.)</u>	<u>99</u>	<u>244</u>	<u>29</u>	<u>8</u>	<u>\$2,190,505</u>

TAHOE

Fiscal Year Ending June 30, 1936	8	26	3	-	\$ 132,150
June 30, 1937	1	1280	5	6	12,335,500*
June 30, 1938	-	-	2	1	-
June 30, 1939	4	71	22	8	380,485
June 30, 1940	11	39	22	7	4,851,875
9 Months to 3/31/41	-	38	4	2	254,550
<u>TOTAL (5 yrs. 9 mos.)</u>	<u>24</u>	<u>1454</u>	<u>57</u>	<u>24</u>	<u>\$17,954,560</u>

(* Credited with \$10,000,000 of value for floating U.S.S. TENNESSEE (\$35,000,000)).

RECORD OF MOVEMENTS
TEN TRANSFERRED CUTTERS

APPENDIX C

CAYUGA Built by United Drydock, Inc., Mariner's Harbor, Staten Island, New York. First class cutter.

1931 Oct. 7 Launched. March 9, 1932, accepted. March 22nd, placed in commission.
1932 Mar. 24 Left United Drydock, Inc. March 24th, arrived at New York Navy Yard for installation of two guns.
1932 Apr. 29 Left on ten day shake-down cruise. May 25th, arrived at Boston, Massachusetts; left May 10, 1933.
1933 May 11 Arrived at New London, Conn.; left May 25th. May 27th, arrived at Quantico, Virginia.
1933 June 9 Left Quantico, Virginia. June 10th, arrived at Hampton Roads, Virginia.
1933 June 12 Left Hampton Roads, Virginia, for Cadet Practice Cruise.
1933 Aug. 25 Arrived at New London, Conn.
1933 Aug. 26 Left New London, Conn. August 27th, arrived at Boston, Massachusetts.
1934 May 23 Left New London, Conn. on Cadet Practice Cruise.
1934 Aug. 31 Returned to Boston, Mass. from Cadet Practice Cruise.
1935 June 1 Left New London, Conn. on Cadet Practice Cruise.
1935 Sept. 2 Returned to Boston, Mass. from Cadet Practice Cruise, Winter Season 1935-36, breaking ice, Buzzards Bay.
1936 June 11 Left New London, Conn. on Cadet Practice Cruise.
1936 July 23 (At sea from Havre, France) - at 2230 ordered to report to Commanding Officer, U.S.S. OKLAHOMA for duty in connection with Spanish revolt.
1936 July 23 (At sea from Havre, France) - President of U. S. issued order placing vessel under jurisdiction of Navy Department.
1936 Sept. 30 (At Gibraltar) - Chief of Naval Operations orders CAYUGA detached from duty with Navy Department.
1936 Oct. 1 (At Gibraltar) - Departed Gibraltar enroute Boston, Mass.
1936 Oct. 12 Arrived Boston Navy Yard (Permanent Station).
1936 Oct. 29 Issued orders for special Winter Cruising Duty.
1937 June 5 Departed New London, Conn. on Cadet Practice Cruise.
1937 Aug. 14 Returned to New London, Conn. from Cadet Practice Cruise.
1939 Nov. 3 Assigned to duty with Grand Banks Patrol Duty.
1939 Nov. 16 Departed on Grand Banks Patrol Duty.
1939 Nov. 30 Returned Boston, Mass. from Grand Banks Patrol.
1940 Jan. 3 Assigned as a vessel of the 1940 Int. Ice Patrol - To base on Boston, Mass. Services not needed for Ice Patrol due to absence of icebergs.
1939-1940 Ice-breaking in Buzzards Bay area.
1940 July 25 Departed Boston, Mass. for duty on Weather Station No. 1.
1940 Aug. 18 Returned Boston from Weather Station No. 1.
1940 Aug. 24 (Greenland Waters (t)) Ordered by Headquarters to make special cruise to Greenland Waters.
1940 Aug. 28 Departed Boston for Greenland Waters.
1940 Sept. 30 Departed Greenland (Godhaab) for station.

CAYUGA (Cont'd.)

1940 Oct. 7 Arrived at permanent station (Boston, Mass.).
1940 Nov. 17 to Dec. 31. Rearmed at DEPOT, Curtis Bay, Md.
1941 May 12 At 11:00 a.m., transferred to Great Britain.

ITASCA Built by General Engineering and Drydock Company, Oakland, California.

1929 Nov. 16 Launched at Oakland.
1930 July 1 Accepted for Coast Guard.
1930 July 12 Placed in commission at Oakland, California.
1930 Sept. 10 Arrived at Honolulu; permanent station.
1931 June 11 Left Honolulu for Unalaska on Bering Sea Patrol.
1931 June 16 Arrived at Unalaska, Alaska.
1931 Sept. 21 Departed for Honolulu. September 28th, arrived Honolulu.
1932 June 11 Left Honolulu.
1932 June 17 Arrived Unalaska on Bering Sea Patrol.
1932 Sept. 16 Left Unalaska, Alaska.
1932 Sept. 22 Arrived Honolulu.
1935 Mar. 20 Special mission by order of President of U.S. with Navy in connection with colonization of Equatorial Islands in South Pacific.
1935 Sept. 26 Returned to station; Honolulu.
1936 Jan. 4 Departed for Equatorial Islands.
1936 Mar. 9 Returned Honolulu from Equatorial Islands.
1936 June 13 Departed for Equatorial Islands.
1936 June 23 Returned Honolulu from Equatorial Islands.
1936 Oct. 6 Assigned new station, San Diego, California.
1936 Nov. 24 Arrived San Diego, California.
1937 June 10 Departed San Pedro for Howland Island to act as Radiobeacon and plane guard for Miss Amelia Earhart on her around-the-world flight.
1937 July 16 Relieved from above special duty by Navy Department who had taken over search for Miss Earhart and Captain Noonan.
1937 July 18 Departed Honolulu for permanent station.
1937 Aug. 12 Arrived permanent station; San Diego, California.
1939 Jan. 4 Assigned as vessel of 1939 Bering Sea Patrol Force.
1939 May 25 Departed on 1939 Bering Sea Patrol.
1939 Sept. 13 Detached from duty with Bering Sea Patrol Force.
1939 Sept. 17 Arrived on Permanent station.

ITASCA (Cont'd.)

1940 Jan. 12 Departed San Diego, California for duty in connection with a Good Will Cruise to Central America, Mexico and Panama, in company with Patrol Boat PANDORA.
1940 March 9 Cruise terminated at Vera Cruz, Mex.
1940 Jan. 24 Assigned as a vessel of the 1940 Bering Sea Patrol Force- To depart San Diego July 20, 1940.
1940 July 20 Departed San Diego for Bering Sea Patrol.
1940 Oct. 20 Released from duty with Bering Sea Patrol. Returned to station at San Diego, California.
1941 Jan. 1 Departed station for DEPOT, Curtis Bay, Md., for rearmament; arrived Depot.
1941 May 31 10 a.m. Transferred to Great Britain.

SARAHAG

Built by General Engineering and Drydock Company, Oakland, California. First Class Cutter.

1930 April 12 Launched at Oakland, California. Oct. 2, placed in commission at Oakland.
1930 Oct. 25 Directed to report to California Division Commander. Nov. 20th, left San Francisco for Galveston, Tex.
1930 Dec. 16 Arrived at Galveston, Texas; permanent station.
1931 April 6 Left Galveston for New Orleans, La., drydocking.
1932 April 18 Left Mobile, Alabama for New York Navy Yard for repairs; arrived April 24th.
1932 May 14 Arrived at New London, Conn., for Cadet Practice Cruise; left for Quantico, Virginia, May 25th.
1932 May 26 Arrived at Quantico, Virginia, for rifle range practice; left on Cadet Practice Cruise June 8th.
1932 June 8 And 9th, spent in Washington, D. C.
1932 Aug. 27 Arrived at New London, Conn., on completion of Cadet Practice Cruise.
1932 Sept. 2 Left New London, Sept. 16th; arrived at Galveston, Texas.
1933 June 27 Arrived at Norfolk, Virginia, Navy Yard, for repairs.
1933 July 9 Left Norfolk. July 17th; arrived at Galveston, Texas.
1940 Feb. 23 Ordered as a vessel of 1940 Cadet Cruise.
1940 June 3 Departed New London with cadets of 1st and 3d classes for 1940 Cadet Practice Cruise to West Coast Ports of U.S. via Panama Canal.
1940 Aug. 10 Returned with cadets to New London.
1940 Aug. 18 Returned to home port.
1940 Nov. 14 To Dec. 11 - Rearmed at DEPOT, Curtis Bay, Md.
1941 April 30 At 10:30 a.m., transferred to Great Britain.

SEBAGOBuilt at General Engineering and Drydock Company, Oakland, California. First Class Cutter.

1930 Aug. 20 Turned over to and accepted by the Coast Guard.
1930 Sept. 2 Commissioned at Oakland, California.
1930 Sept. 26 Left San Francisco on a shakedown cruise. November 8th, arrived at Kingston, Jamaica.
1930 Nov. 29 Arrived at New York, New York. Permanent station.
1931 May 11 Left New York for New London on Cadet Cruise.
1931 May 21 Left New London for Parris Island, S. C. May 24th, arrived at Parris Island, S. C.
1931 June 10 Left Parris Island for New London. June 13th, arrived at New London, Conn.
1931 June 18 Left New London for Practice Cruise. August 28th, returned to New London.
1931 Aug. 31 Left New London enroute to New York. September 1st, arrived at New York.
1932 May 12 Left New York for and arrived at New London on same date.
1932 May 25 Left New London for Quantico, Virginia.
1932 May 26 Arrived at Quantico, Virginia, for rifle range practice.
1932 June 8 Left Quantico on Cadet Practice Cruise. June 8 - 9, spent in Washington, D. C.
1932 Aug. 27 Arrived at New London.
1932 Sept. 1 Arrived at New York.
1933 May 10 Left New York and arrived at New London on same date.
1933 May 25 Left New London and arrived at Quantico on May 27th.
1933 June 9 Left Quantico. June 10th, arrived at Hampton Roads, Virginia.
1933 June 12 Left Hampton Roads on Cadet Practice Cruise.
1933 Aug. 25 Arrived at New London.
1933 Aug. 31 Left New London and arrived at New York on same date.
1934 June 18 Departed Norfolk on Cadet Cruise.
1934 Aug. 16 Returned New London from Cadet Cruise.
1934 Dec. 27 Ordered change of station to Norfolk, Va.
1935 Jan. 3 Arrived on permanent station, Norfolk, Va.
1935 May 21 Departed on special cruise to Virgin Islands.
1935 July 8 Returned to permanent station.
1939 Jan. 4 Assigned as relief vessel 1939 Ice Patrol.
1940 Feb. 23 Ordered as a vessel of 1940 Cadet Cruise.
1940 June 3 Departed New London with cadets of 1st and 3rd classes from ACADEMY for 1940 Cadet Practice Cruise to West Coast ports of U. S. via Panama Canal.
1940 Aug. 10 Returned with cadets to New London.
1940 Aug. 15 Returned to home station, Norfolk, Va.
1939-1940 season - Winter Cruising Duty.
1940 Nov. 17 To Dec. 21 - Rearmed at DEPOT, Curtis Bay, Md.
1941 May 12 At 11:00 a.m., transferred to Great Britain.

SHOSHONEBuilt at General Engineering and Drydock Company, Oakland, California. First Class Cutter.

1931 Jan. 7 Accepted at Oakland. January 10th, placed in commission at Oakland.
1931 Jan. 27 Officially transferred to California Division with permanent port at San Francisco.
1931 Jan. 28 Reported for duty with California Division. April 15th, left San Francisco for Bering Sea Patrol.
1931 Apr. 18 Arrived at Seattle; left April 24th. July 11th, left Unalaska for Seattle; arrived July 16th.
1931 July 17 Left Seattle for San Francisco. July 20th, arrived at Oakland.
1933 April 11 Left Oakland for Seattle; arrived April 14th. April 15th, left Seattle for Unalaska; arrived April 30.
1933 July 9 Left Unalaska; arrived at Seattle July 14th; left same date; arrived Oakland July 16th.
1934 June 20 Departed on Bering Sea Patrol.
1934 Oct. 7 Returned to permanent station, Oakland, California from Bering Sea Patrol.
1935 June 8 Departed on Bering Sea Patrol.
1935 July 31 Returned to permanent station from Bering Sea Patrol.
1936 April 15 Departed on Bering Sea Patrol.
1936 Aug. 10 Returned to permanent station from Bering Sea Patrol.
1937 March 3 Departed on special cruise to Line Islands.
1937 April 19 Returned to station, Oakland, California.
1937 March 18 Station changed from San Francisco to Oakland.
1938 June 15 Departed Oakland on Bering Sea Patrol Duty.
1938 Aug. 18 Detached from duty Bering Sea Patrol Force.
1938 Aug. 24 Arrived Seattle, Washington.
1939 Jan. 4 Assigned as vessel of 1939 Bering Sea Patrol Force. Departed Oakland on duty assigned same date.
1939 July 17 Transferred to Maritime Service, Alameda, California.
1939 Aug. 3 Transfer to Maritime Service made permanent.
1939 Sept. 8 Headquarters ordered returned to Coast Guard. Assigned to duty in San Francisco District upon arrival of NORTHLAND as relief. Returned to jurisdiction of Coast Guard and stationed at Alameda, California on Oct. 26, 1939.
1940 Jan. 24 Assigned as vessel of the 1940 Bering Sea Patrol; to depart Alameda, California, April 20, 1940.
1940 April 20 Departed Alameda for Bering Sea Patrol with stop scheduled for Seattle, Washington enroute.
1940 Aug. 3 Relieved from duty with Bering Sea Patrol Force.
1940 Aug. 20 Arrived at home station, Alameda, California.
1941 May 20 At 10:00 a.m., transferred to Great Britain.

CHAMPLAIN**Built by Bethlehem Shipbuilding Corporation, Ltd., Quincy, Mass. First Class Cutter.**

1929 Jan. 24 Placed in commission at Quincy, Mass. Feb. 12th, arrived at Boston Navy Yard, Boston, Mass.
1929 March 19 Left Boston for New York, home port. March 26th, arrived at Bermuda.
1929 March 31 Arrived at New York. June 16th, sailed from New London on Practice Cruise.
1929 July 2 Returned to New London, Conn. July 5th, left New London for Practice Cruise - - target practice.
1929 Aug. 5 Left St. Petersburg, Florida. June 9, 1930, left New London on Cadet Practice Cruise; returned Aug. 27.
1931 April 1 Arrived at Navy Yard, New York, for drydock. June 7, 1933, sailed on International Ice Patrol.
1933 June 24 Arrived at Halifax, Nova Scotia. June 26th, Ice Patrol duty completed; sailed for New York.
1933 June 28 Arrived at Stapleton, New York; left for Charleston, S. C., for repairs Nov. 13th; arrived Nov. 15th.
1933 Dec. 19 Left Charleston, S. C., for Stapleton; arrived Dec. 21st.
1934 Sept. 2 Departed for Greenland on Ice Patrol Duty.
1934 Sept. 20 Returned to home port, duty completed.
1935 - 1936 - Winter Cruising in New York District.
1936 April 2 Departed for International Ice Patrol Duty.
1936 June 14 Returned from International Ice Patrol Duty.
1936 Oct. 29 Assigned Winter Cruising Duty, New York District.
1937 March 1 Departed New York on International Ice Patrol.
1937 June 13 Returned New York from Ice Patrol.
1939 Jan. 4 Assigned International Ice Patrol - Season 1939.
1939 March 23 Departed Boston for International Ice Patrol.
1939 Aug. 24 Ice Patrol terminated.
1939 Aug. 26 Arrived on station - New York, New York.
1939 - 1940 - Winter Cruising, New York District.
1940 Aug. 13 Departed New York for Weather Station No. 1.
1940 Sept. 8 Returned New York from Weather Station No. 1.
1940 Oct. 14 To Nov. 25 - Rearmed at DEPOF, Curtis Bay, Md.
1940 Nov. 25 Departed New York for Weather Station No. 2.
1940 Nov. 30 Arrived on Weather Station No. 2.
1940 Dec. 20 Relieved on Station No. 2.
1940 Dec. 24 Arrived back on regular station.
1941 May 12 At 11:00 a.m., transferred to Great Britain.

MENDOTA**Built by Bethlehem Shipbuilding Corporation, Ltd., Quincy, Mass. First Class Cutter.**

1929 March 23 Placed in commission at Quincy, Mass. March 29th, arrived at Boston Navy Yard.
1929 April 20 Left Boston, Mass. June 10th, arrived at Washington, D. C.; left for New London June 11th.
1929 June 12 Arrived at New London, Conn.; left on Practice Cruise July 5th; left St. Petersburg, Fla., Aug. 5th.
1930 June 9 Left New London on Cadet Practice Cruise. Aug. 28th, returned to New London.
1931 May 11 Left Norfolk, Virginia, for New London, Cadet Cruise.
1931 May 15 Left New London for Parris Island, S. C. June 10th, left Parris Island for New London, Conn.
1931 June 13 Arrived at New London. June 18th, left New London on Practice Cruise; returned to New London Aug. 8.
1931 Aug. 31 Left New London enroute to Norfolk, Virginia.
1933 May 21 Left Norfolk for New York; arrived May 22nd. June 4th, left New York for Norfolk and arrived June 5.
1933 July 21 Left Norfolk; arrived Washington, D. C., same date.
1933 July 23 Left Washington, D. C.; arrived at Norfolk July 24th.
1934 April 12 Departed Boston on International Ice Patrol.
1934 July 2 Returned Norfolk from International Ice Patrol.
1935 March 9 Departed Boston on International Ice Patrol.
1935 July 13 Returned Norfolk from Ice Patrol.
1937 March 3 Departed Brooklyn Navy Yard on International Ice Patrol.
1937 June 17 Arrived on permanent station, Norfolk, Va., from Ice Patrol.
1939 - 1940 - Winter Cruising in Norfolk District.
1939 - 1940 - Ice-breaking in Chesapeake Bay and Potomac River.
1940 -Nov. 5 Departed Norfolk for Weather Station No. 2.
1940 Nov. 8 Arrived on Weather Station No. 2.
1940 Nov. 30 Relieved from duty on Weather Station No. 2.
1940 Dec. 5 Arrived Norfolk, Va. from Weather Station No. 2.
1940 Sept. 2 To Oct. 30 - Rearmed at DEPOT, Curtis Bay, Md.
1941 April 30 At 10:45 a.m., transferred to Great Britain.

CHILAN**Built at Bethlehem Shipbuilding Corporation Ltd., Quincy, Mass.**

1928 Sept. 5 Placed in commission at noon at Quincy, Massachusetts.
1928 Oct. 15 Assigned to permanent station at Seattle, Washington. November 14th, arrived at New York City.
1928 Nov. 20 Arrived at Washington, D. C. November 21st, ordered to Seattle, Washington, for permanent station.
1928 Dec. 21 Arrived at Seattle, Washington. April 17, 1929, sailed on Bering Sea Patrol.
1929 April 27 Arrived at Unalaska, Alaska; Sept. 28th, left for Seattle, Washington; arrived October 3rd.

CHELAM (Cont'd.)

1930 June 9 Left Seattle for Bering Sea. Sept. 27th, left Bering Sea for Seattle, Washington.
1930 Oct. 2 Arrived at Seattle. May 14, 1931, left Seattle for southeastern Alaska.
1931 June 30 Left Seattle for Bering Sea. July 12th, arrived at Unalaska, Alaska.
1931 Oct. 5 Departed Kanatsk for Seattle, Washington.
1931 Oct. 9 Arrived at Seattle.
1933 June 25 Left Seattle. June 27th, arrived at Unalaska, Alaska.
1933 Sept. 24 Left Unalaska, Alaska. Sept. 29th, arrived at Seattle, Washington.
1933 Oct. 27 Left Seattle. October 30th, arrived at San Francisco, California.
1933 Nov. 1 Left San Francisco, California, for San Pedro, California; arrived November 3rd.
1933 Nov. 13 Left San Pedro, California, for Seattle, Washington; arrived November 14th.
1934 July 4 Departed for Unalaska, Bering Sea Patrol.
1934 Oct. 1 Returned to home station, Seattle, Washington.
1935 June 20 Departed for Unalaska, Bering Sea Patrol.
1935 Oct. 10 Returned to home station, Seattle, Washington.
1936 July 8 Departed on special Congressional Cruise.
1936 Aug. 1 Transferred Congressional Party to SHOSHONE at Unalaska..
1936 Aug. 1 Continued duty with Bering Sea Patrol Force.
1936 Sept. 30 Detached from duty with Bering Sea Patrol Force.
1936 Oct. 6 Ordered change of station to Boston, Mass.
1936 Dec. 19 Departed Seattle, enroute new station, Boston, Mass.
1937 Jan. 22 Arrived new station, Boston, Mass.
1939 Jan. 4 Assigned to inaugurate Ice Observation Service, for 1939 season.
1939 March 9 Departed Boston for Ice Observation Service.
1939 Aug. 24 Ice Patrol terminated.
1939 Aug. 27 Arrived on station, Boston, Mass.
1939 Oct. 27 Departed on first cruise on Grand Banks Patrol.
1939 Nov. 8 Returned to Boston, Mass. from first cruise on Grand Banks Patrol.
1940 Jan. 4 Departed Boston on second Grand Banks Patrol.
1940 Jan. 12 Returned to Boston, Mass. from second cruise on Grand Banks Patrol.
1940 Jan. 3 Assigned as vessel of the 1940 International Ice Patrol basing at Boston, Mass.
1940 May 12 Departed Boston for Ice Patrol.
1940 June 2 Returned to Boston - Ice Patrol discontinued as of June 10, 1940, due to absence of ice in steamer lanes.
1940 Sept. 7 Reported on Weather Station No. 2.
1940 Oct. 1 Returned Boston from Weather Station No. 2.
1940 Oct. 14 To Dec. 4 - Rearmed at DEPOT, Curtis Bay, Md.
1941 May 2 At 11:00 a.m., transferred to Great Britain.

POINTECHARTRAIN**Built at Bethlehem Shipbuilding Corporation, Quincy, Mass. First Class Cutter.**

1928 Oct. 9 Assigned to permanent station at Mobile, Ala. Oct. 19th, placed in commission at Quincy, Mass.
1928 Oct. 22 Left Quincy for Boston Navy Yard; arrived Boston Navy Yard same date.
1928 Nov. 17 Left Boston on shakedown cruise. Nov. 26th, ordered to permanent station at Mobile.
1928 Nov. 28 Returned to Boston, Mass. Dec. 5th, sailed for New London, Conn.
1928 Dec. 10 Sailed for Mobile; arrived Mobile on Dec. 16th.
1930 Dec. 9 Left Mobile for Norfolk, Virginia, permanent station; arrived at Norfolk Dec. 13th.
1931 April 8 Left Norfolk for Boston via New London, enroute to Ice Patrol.
1931 June 6 Ice Patrol ordered discontinued. Ordered to New York Division until July 31st.
1931 Aug. 1 Returned to Norfolk Division.
1932 April 4 Left Base Eight, Norfolk Virginia, for Boston, enroute to Ice Patrol.
1932 April 6 Arrived at Boston. April 14th, left Boston for Ice Patrol.
1932 April 18 Relieved the TAMPA. May 6th, arrived at Halifax, Nova Scotia.
1933 July 1 Left Halifax for Boston. July 7th, arrived at Norfolk, Virginia.
1934 April 23 Departed Norfolk for Ice Patrol.
1934 July 3 Returned Norfolk from Ice Patrol.
1934 Dec. 27 Ordered new permanent station at Stapleton, S.I., N.Y.
1935 Jan. 18 Arrived on new permanent station.
1935 March 22 Departed New York for International Ice Patrol.
1935 July 11 Returned Stapleton from Ice Patrol.
1935 Oct. 29 Departed New York on Presidential Cruise.
1935 Dec. 5 Returned New York from special Presidential Cruise.
1936 March 23 Departed on International Ice Patrol.
1936 June 6 Returned to New York from Ice Patrol.
1936 July 10 Departed New York on special Presidential Cruise.
1936 Aug. 1 Returned Stapleton, S.I., N.Y., from Presidential Cruise.
1938 March 19 Departed on 1938 International Ice Observation Service.
1938 July 22 Detached duty with Ice Patrol Force.
1938 July 26 Arrived on station, Stapleton, S.I., N.Y.
1940 Jan. 3 Assigned as a vessel of the 1940 International Ice Patrol. (Services on 1940 Ice Patrol not used due to lack of ice in steamer lanes).
1939 - 1940 - Winter Cruising Duty in New York District.
1940 May 22 Departed New York for Weather Station No. 1.
1940 June 17 Returned to New York from Weather Station No. 1.
1940 Aug. 18 To Oct. 12 - Rearmed at DEPOT, Curtis Bay, Md.

PONTCHARTRAIN (Cont'd.)

1941 Feb. 1 Departed New York for duty on Weather Station No. 2.
1941 Feb. 1 Arrived on Weather Station No. 2.
1941 Feb. 22 Relieved on Weather Station No. 2.
1941 Feb. 22 Returned to station from Weather Station No. 2.
1941 April 30 At 10:30 a.m., transferred to Great Britain.

TAHOE Built at Bethlehem Shipbuilding Corporation, Ltd., Quincy, Mass.

1928 Nov. 8 Placed in commission at Quincy, Mass. Dec. 21st, ordered to permanent station at San Francisco, California Division. Jan. 24, 1929, left Boston Navy Yard for San Francisco, California.
1929 Jan. 30 Left New London, Conn., for San Francisco. Feb. 4th, arrived at Kingston, Jamaica.
1929 March 5 Arrived at San Francisco. July 28th, arrived at Seattle, Washington; July 29th, left for northern cruise with Congressional party. Aug. 25th, returned to Oakland, California.
1932 April 15 Left Oakland for Bering Sea via Seattle. April 17th, arrived at Seattle; April 19th, left for Unalaska, Alaska; May 2nd, arrived. June 27th, left Unalaska for San Francisco via Seattle.
1932 July 5 Arrived at Seattle; July 6th, left for Oakland; arrived July 8th; June 10, 1933, left.
1933 June 13 Arrived at Seattle; left June 15th. June 20th, arrived Unalaska; left Sept. 15th.
1933 Sept. 20 Arrived Seattle; left Sept. 23rd. Sept. 25th, arrived at Oakland, California.
1934 April 10 Departed for Bering Sea Patrol Force.
1934 July 28 Returned to station, Oakland, Calif., from Bering Sea Patrol.
1935 April 10 Departed for duty Bering Sea Patrol Force.
1935 Oct. 31 Returned to station, Oakland, from Bering Sea Patrol Force.
1937 April 16 Order to new permanent station, New Bedford, Massachusetts.
1937 June 15 Departed Oakland for new station.
1937 July 25 Arrived on new station.
1938 Feb. 10 Departed New Bedford for International Ice Observation.
1938 July 20 Arrived Boston from International Ice Patrol.
1938 July 22 Detached from duty with Ice Patrol Force.
1939 Nov. 3 Assigned duty with Grand Banks Patrol.
1939 Nov. 7 Departed Boston on first cruise Grand Banks Patrol.
1939 Nov. 18 Returned Boston from Grand Banks Patrol.
1939 Dec. 3 Departed Boston on second cruise to Grand Banks Patrol.
1939 Dec. 18 Returned Boston from second cruise.
1939 - 1940 - Winter Cruising Duty in Boston District.

FAHCE (Cont'd.)

1940 Nov. 4 Departed Boston for Weather Station No. 2.
1940 Nov. 8 Arrived on Weather Station No. 2.
1940 Nov. 30 Relieved on Weather Station No. 2.
1940 Dec. 3 Returned to station from Weather Station No. 2.
1940 July 8 To Sept. 17 - Based at DEPOT, Curtis Bay, Md.
1940 Dec. 19 Departed Boston on special mission to Placentia Bay, N.F., to look over site of proposed
military and naval base.
1941 Jan. 1 Returned from special cruise - arrived Boston Navy Yard.
1941 April 30 At 9:40 a.m., transferred to Great Britain.