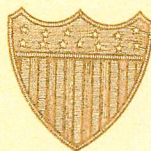


UNITED STATES
REVENUE-CUTTER
SERVICE

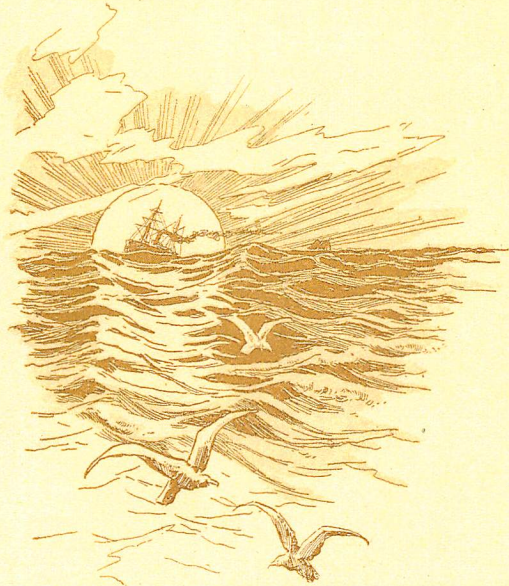


"SEMPER PARATUS"

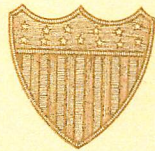
JAMESTOWN TER-CENTENNIAL
EXPOSITION

1 9 0 7

the interests of the Government and the people. "Semper Paratus" (Always Ready) is the motto of the Service and is inscribed on its standards as its ideal for duty. As no duty is unimportant, so a readiness to do the routine work of the Service is good training for future achievements, the record of the past being a valuable heritage as inspiration for the future.



UNITED STATES REVENUE-CUTTER SERVICE

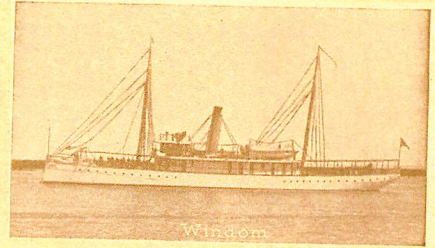


"SEMPER PARATUS"

JAMESTOWN TER-CENTENNIAL
EXPOSITION

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PRESS OF
THE CRANE COMPANY
WASHINGTON, D. C.

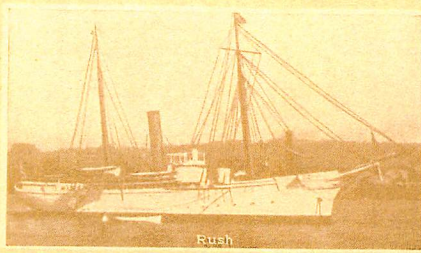


Establishment

After the freedom of the American colonies had been won through the War of the Revolution, the country returned to a peace basis, and the Continental Navy was disbanded. From that time on, there was no sea force available for the protection of the coasts and the maritime interests of the newly constituted United States until the organization of the Revenue-Cutter Service, under an act of the first Congress, approved by President Washington on August 4, 1790. By the first of November, 1791, ten vessels were ready for duty, and during a period of six years and eleven months, revenue cutters formed the only armed force afloat belonging to the young Republic, and were engaged in patrolling the coastline of the country and enforcing its maritime laws.

The first appointments of officers in the Revenue-Cutter Service were made from amongst those who had served in the Continental Navy, and the first commission granted by President Washington to any officer afloat was issued to Captain Hopley Yeaton of





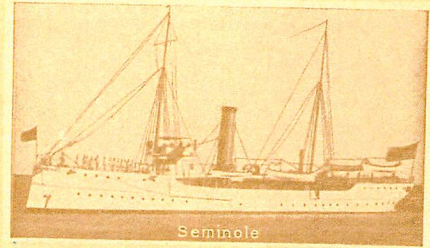
Rush

New Hampshire, in the United States Revenue-Cutter Service. This officer had previously served as a lieutenant on the frigates RALEIGH and DEAN of the Continental Navy.



Duties of the Service

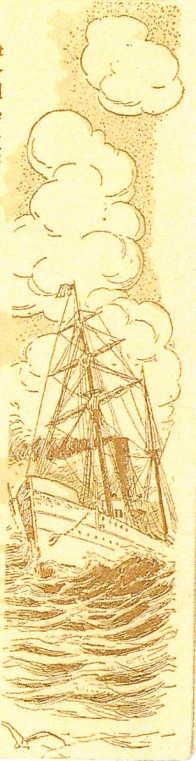
The work of the Revenue-Cutter Service, as defined by law, consists in the enforcement of almost every statute bearing upon the maritime interests of the nation. Its duties embrace the protection of the customs revenue, involving the right of search of all merchant vessels arriving within the United States or within four leagues thereof if bound to a port in the United States; the suppression of piracy; the search for wrecked and missing vessels; the enforcement of the neutrality laws, by preventing armed expeditions against neighboring and friendly governments; the suppression of mutiny; the protection of the Government timber reserves; the construction and the inspection of life-saving stations and the drilling of

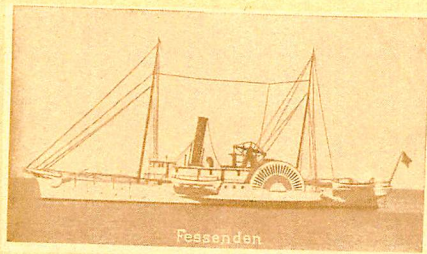


Seminole

the life-saving crews; the enforcement of law and the protection of property in Alaska; the protection of seal and other fisheries in Alaskan waters; the destruction of derelicts and other dangers to navigation; the rendering of assistance to vessels in distress, and aiding the shipwrecked; the enforcement of the navigation laws and of the national marine quarantine regulations; guarding the safety of the public at yacht races and regattas; the supervision of anchorages at certain ports; the protection of the sponge fisheries in the Gulf of Mexico and the Straits of Florida. No comment is needed upon the activity necessary for the performance of these duties.

The revenue cutters co-operate with the Navy whenever the President so directs, and in time of war the duties of the Service are self-evident. The history of the wars of the United States involves in large measure the history of the Revenue-Cutter Service, as its ships, its officers and its men have ever aided in the defense of the country.





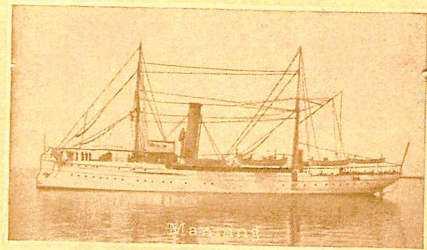
Peasenden



Operations in Peace

FEW incidents will serve to show to some extent the character of this work.

Whenever a contagious disease threatens to spread throughout the country, the Revenue-Cutter Service is charged with the duty of enforcing the marine quarantine laws and of co-operating with the Public Health and Marine Hospital Service in order to prevent its dissemination. In the summer of 1905, the Gulf Coast of the United States was stricken with the dreaded yellow fever. Within a very short time there were four revenue cutters together with a fleet of chartered vessels under the command of officers of the Service, patrolling the waters of Louisiana, Mississippi, Alabama and Florida. The final record of their work shows that for the first time in the history of such epidemics there was not a single instance of the spread of the disease through communication by sea. These ships were constantly within the infected districts, and though one of them had to fight the fever amongst its own crew, not for a day was vigilance relaxed until the

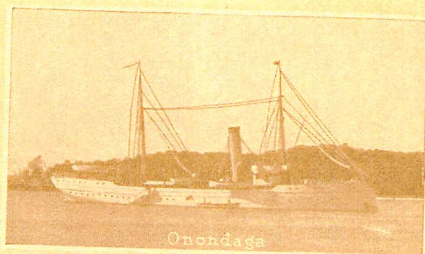


Macon

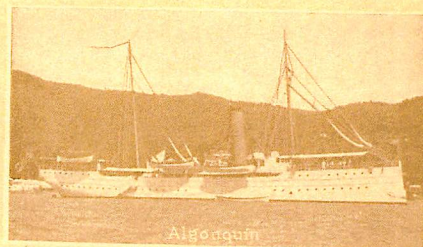


disease was stamped out and the country relieved of the fear of its spreading afar and becoming a scourge.

One of the most important duties of the Service is the relief of vessels in distress. This includes assistance rendered to maritime interests in saving from destruction property wrecked on the coast, and also the saving of lives jeopardized in disabled or stranded vessels. The President designates certain cutters each year, during the stormy winter months, from December first to April first, to patrol the coast-line in search of vessels in distress. In the performance of this duty, thousands of persons have been rescued from the perils of the sea, and property of the value of millions of dollars has been saved. The work of assisting the maritime and commercial interests of the country is not confined to the Atlantic, the Pacific and the Gulf coasts, and to the Great Lakes, but extends into the Bering Sea and the Arctic Ocean. In the Alaskan regions, the laws are upheld and enforced; the seal and other fisheries are protected; and the vessels of



Onondaga



Algonquin



the Arctic whaling fleet are aided when help is needed.

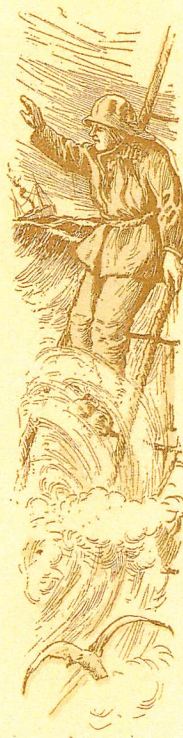
To the usual and ordinary perils that beset those who "Go down to the sea in ships" are added the uncharted derelicts and other dangers in the tracks of passing vessels. The Revenue-Cutter Service is charged with the destruction of these menaces to navigation, and a special derelict destroyer has been authorized by Congress to be built for the purpose of seeking and removing these dangers. The United States is the first government to provide such a ship for keeping the adjacent marine highways clear for the ships of all nations.

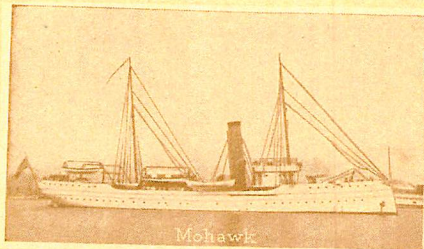


Co-operation with the Life-Saving Service

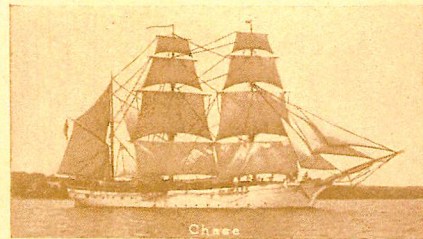
From the date of the establishment of the Life-Saving Service, commissioned officers of the Revenue-Cutter Service have been detailed to duty in connection with it, and its efficiency is largely due to their efforts. Under

the direction of the General Superintendent of the Life-Saving Service, they drill the crews of life-saving stations; superintend the construction of the surfboats and lifeboats, as well as the boathouses and the living quarters of the men; and investigate cases of loss of life within the scope of life-saving operations. They have given to that Service the benefits of a number of inventions and appliances for the furtherance of its humane work. In testimony of the value of the work of the officers of the Revenue-Cutter Service, the General Superintendent of the Life-Saving Service has said of them in one of his annual reports, "Little wonder why the Life-Saving Service has succeeded; the souls of such men have entered it, and it has become an incarnation." A generous recognition is this of the aid and co-operation of the officers of the Revenue-Cutter Service, looking to the attainment of the ends for which the Life-Saving Service was established.





Mohawk



Chase

Operations in War

IN THE wars in which the United States has been involved, the Revenue-Cutter Service has been to the front with the Navy and the Army. In 1798 and 1799, during the troubles with France, the revenue cutter PICKERING captured ten prizes in engagements with the French, and another cutter, the EAGLE, captured five.

During the War of 1812, the first capture made was that of the British topsail schooner PATRIOT by the revenue cutter JEFFERSON. A total of fourteen British vessels captured, with their guns, officers and men tells briefly the story of the operations of the Revenue-Cutter Service during this war.

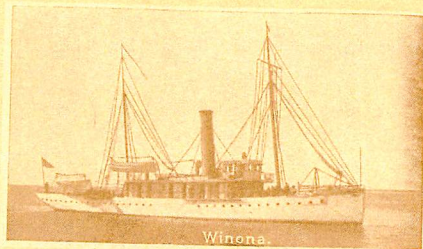
The troubles with the Seminole Indians also called for the aid of the revenue cutters, in co-operation with the Army and the Navy. An excerpt from the report of Captain Thomas T. Webb, U.S.N., commanding the sloop-of-war VANDALIA, to Commodore Dallas, in command of the naval

squadron, shows the value of the work of the revenue cutters in this war when he says, "Their prompt and ready co-operation with the Army has called forth the highest commendations from the commanding Generals, who take occasion to eulogize the services rendered by the VANDALIA and revenue cutters."

In the war with Mexico, five revenue cutters were engaged in naval operations, and performed efficient service in the attacks on Alvarado and Tabasco. Excellent work was also done in connection with the blockading fleet off the Mexican coast.

When a naval force was sent to Paraguay in 1858, the revenue cutter HARRIET LANE was ordered to join the squadron. In his report to the Secretary of the Navy on the operations of the force under his command during this expedition, Commodore Shubrick says in part, "I should express my sense of the skill and zeal with which Captain Faunce [U. S. R. C. S.] has used the very efficient vessel under his command in extricat-





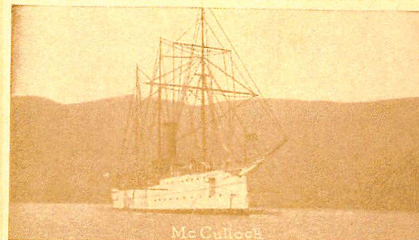
Winona.



ing us from our difficulties [in grounding]. At one time I feared that the services of the FULTON would be lost altogether to the expedition and they certainly would have been for a great length of time, if not entirely, but for the assistance afforded by the HARRIET LANE.

The Revenue-Cutter Service participated in the Civil War (1861-1865) both in naval engagements and in the more trying blockade duty. At the attack on Fort Hatteras; in the reconnoissance of the batteries at Norfolk; in the bombardment of Drewry's Bluff, on the James River; and in operations in the Chesapeake Bay, the revenue cutters were actively engaged.

During the Spanish-American War there were thirteen revenue cutters co-operating with the Navy, one of which, the McCULLOCH, was the subject of commendation by Admiral Dewey in one of his reports to the Secretary of the Navy, in which he speaks of that ship as being "a valuable auxiliary to the squadron." It



McCulloch

was during this war that the revenue cutter HUDSON, Lieutenant Frank H. Newcomb, U. S. R. C. S., commanding, took part in the action at Cardenas, Cuba. In this engagement, such bravery was shown by Lieutenant Newcomb, his officers and crew, in the rescue of the torpedo boat WINSLOW from imminent danger of destruction by the shore batteries, that Congress awarded a gold medal to Lieutenant Newcomb, and silver and bronze medals, respectively, to the officers and the members of the crew of the HUDSON.



Present Organization

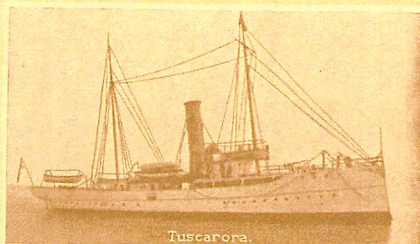
HON. GEORGE B. CORTELYOU
SECRETARY OF THE TREASURY

HON. BECKMAN WINTHROP
ASSISTANT SECRETARY OF THE TREASURY
HAVING SUPERVISION

CAPTAIN WORTH G. ROSS
CHIEF REVENUE-CUTTER SERVICE

The Revenue-Cutter Service is a branch of the Treasury Department. The commissioned officers and cadets



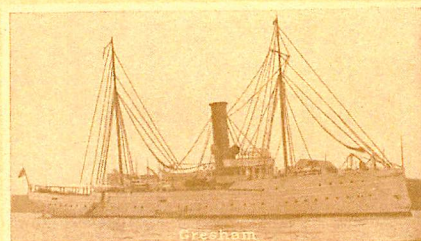


Tuscarora.



on the active list number two hundred and twenty-four. Commissioned officers have rank with officers of the Army and the Navy, and receive the same benefits of retirement as are accorded to those officers. The warrant officers and enlisted men number about thirteen hundred.

The Service has a cadet school, located at Arundel Cove, Maryland, for the training of its future officers. Appointments to cadetships are made upon strictly competitive educational examinations, which are open to young men of the prescribed ages (18 to 24) having the necessary moral and physical qualifications. Examinations are held throughout the country from time to time, and the highest averages attained are alone the sureties for cadet appointments. Strict military and comprehensive technical training, covering a course of three years, fits the cadet for his duties as an officer. Original appointment in the engineer corps is as cadet-engineer, the maximum age limit being 25½ years.



Greenham.

Statistical Record

The Service saves to the commercial interests of the country each year much more than the annual expense for its maintenance. An estimate of its usefulness may be drawn from the following statement, covering a period of ten years, from June 30, 1896 to June 30, 1906:—

Vessels in distress assisted	1,514
Value of vessels assisted, including cargoes	\$33,641,665
Persons on board vessels assisted	15,098
Persons cared for on revenue cutters	2,474
Lives actually saved from drowning	559
Vessels boarded and examined	222,044
Vessels reported for violations of law	3,913
Fines incurred by vessels reported	\$1,041,053

In the Arctic Ocean, and in the Bering Sea; on the Atlantic, the Pacific, and the Gulf coasts; on the Great Lakes and in the waters of the insular possessions, the Revenue-Cutter Service is alert and active in



the interests of the Government and the people. "Semper Paratus" (Always Ready) is the motto of the Service and is inscribed on its standards as its ideal for duty. As no duty is unimportant, so a readiness to do the routine work of the Service is good training for future achievements, the record of the past being a valuable heritage as inspiration for the future.

