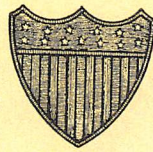
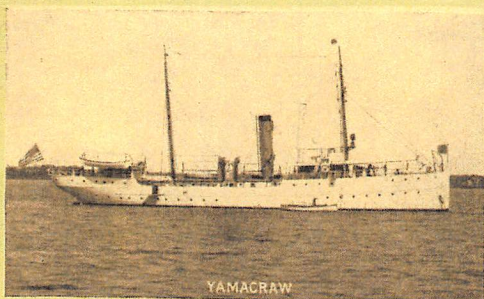


UNITED STATES  
REVENUE-CUTTER  
SERVICE



"SEMPER PARATUS"

WASHINGTON  
1915



# UNITED STATES REVENUE-CUTTER SERVICE



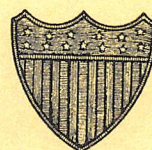
upon strictly competitive educational examinations, which are open to young men of the prescribed ages (18 to 24) having the necessary moral and physical qualifications. Examinations are held throughout the country from time to time, and the highest averages attained are alone the sureties for cadet appointments. Strict military and comprehensive technical training, covering a course of three years, fit the cadet for his duties as an officer. Original appointment in the engineer corps is as cadet-engineer, the maximum age limit being 25 ½ years.

## 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, 1904, to June 30, 1914:

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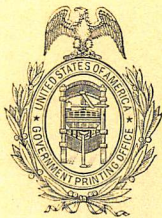
In the Arctic Ocean and in the Bering Sea; on the Atlantic, the Pacific, and the Gulf coasts; on the Great Lakes and in the waters of the insular possessions, the



"SEMPER PARATUS"

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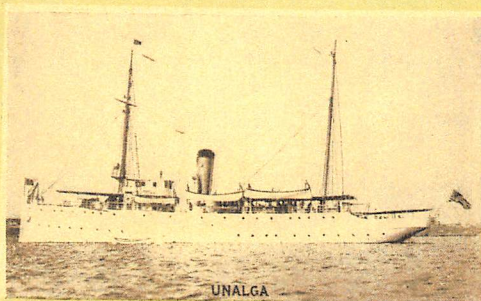
### Establishment

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 coast line 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 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.





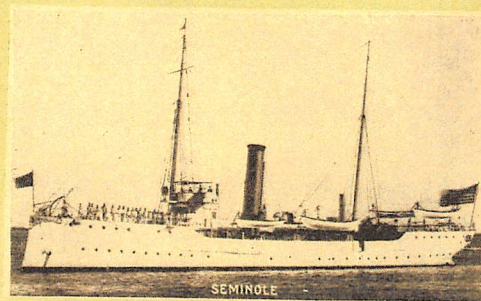


### Organization

THE organization of the Revenue-Cutter Service is similar to the naval establishment, and it is mainly due to the constant system of drills and discipline incident to military training that the vessels are always ready for prompt response to calls for help. The exactions of military training are found to be of the greatest value in the humanitarian work on the seas, because upon promptness and precision depends the successful accomplishment of relief work in times of distress and disaster. It is evident, therefore, that from the standpoint of national economics the Revenue-Cutter Service occupies a peculiarly advantageous and unique position in that, while steadily employed in times of peace in conserving life and property on the seas, it is in constant readiness for the purely military duty of destroying life and property on the seas should the unfortunate necessity for such action arise.

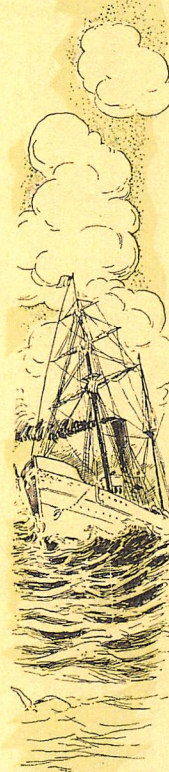
### Duties of the Service

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

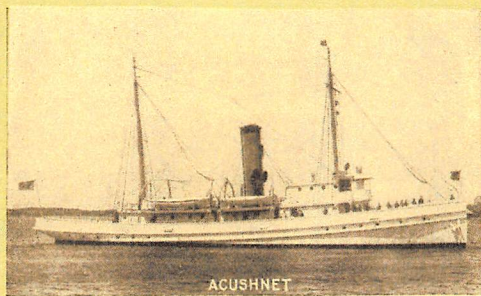


to a port in the United States; the suppression of piracy; the search for wrecked and missing vessels; the enforcement of the neutrality laws, by preventing armed expeditions against friendly Governments; the suppression of mutiny; the drilling of the life-saving crews; the enforcement of law and the protection of property in Alaska; the protection of seal and other fisheries in Alaskan waters; the destruction of derelicts and other dangers to navigation along our coasts; 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; the patrol of the ice fields and the destruction of derelicts in the North Atlantic Ocean, both under international agreement; the extending of medical and surgical aid to the crews of American vessels engaged in the deep-sea fisheries. No comment is needed upon the activity necessary for the performance of these duties.

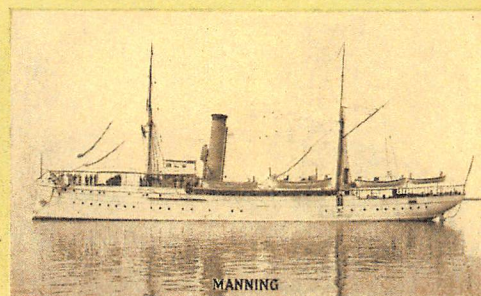
The revenue cutters co-operate with the Navy whenever the President so directs, and in time of war the duties of the Service are self-evident. The history of the wars of the United States involves in large measure the history of the Revenue-Cutter Service, as its ships, its officers, and its men have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







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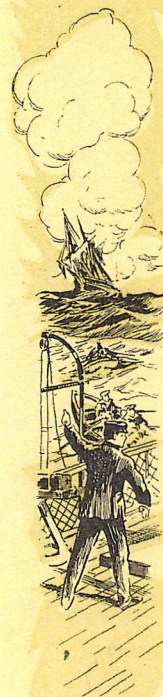
### Operations in Peace

IN TIMES of peace the principal functions of the Revenue-Cutter Service are essentially humanitarian, involving efforts along many lines in the conservation of life and property jeopardized by the ravages of the elements. The great underlying principle of civilization is the giving of aid by the strong to the weak, and it was this ennobling motive which, in 1837, prompted the Congress of the United States to enact the law which authorized the use of public vessels to aid those who may be in distress at sea or along our vast coast line. Hence it is that each year the cutters along the Atlantic coast are, by order of the President, directed to patrol the sea constantly during the stormy winter season for the purpose of affording assistance to vessels in distress. Similar orders are issued to the cutters on the Great Lakes for the entire period of navigation.

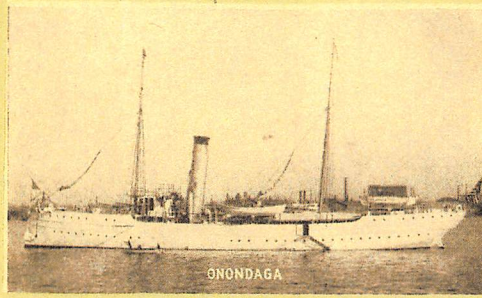
The work of assisting the maritime and commercial interests of the country is not confined to the Atlantic, Pacific, and Gulf coasts, and to the Great Lakes, but extends to the Hawaiian Islands, Porto Rico, the Bering Sea, and Arctic Ocean. In the Arctic regions the laws are upheld and enforced, the seal and other fisheries are protected, and the merchant vessels which sail those northern seas are aided when help is needed. At all times of great disaster, when American citizens and property can be rescued or succored by revenue cutters, the latter are promptly

dispatched to the scene of trouble. Illustrative of this was the rescue work at the time of the eruption of Mount Katmai in Alaska; the assistance given by two cutters to American fishermen caught in the ice on the coast of Newfoundland; the saving of much property and the general aid rendered to the sufferers from the great conflagrations at Baltimore and San Francisco; the saving of life and the distribution of food and supplies at the time of the Galveston flood; the assistance given to sufferers from floods along the banks of the lower Mississippi; the aid given to the hurricane sufferers on the beleaguered islands in the Gulf of Mexico; special midwinter trips to Alaska to rescue shipwrecked parties and to carry food and medical supplies to the natives suffering from epidemics; the aid given and food supplied to the victims of forest fires along the shores of Lake Superior. These and hundreds of other instances of equal or less importance can be cited as indicating the benefits which the public derives from the operations of the Revenue-Cutter Service.

To the usual and ordinary perils that beset those who "go down to the sea in ships" are added the 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 all first-class cutters are equipped with the means of removing them. The United States was the first Government to provide for keeping the adjacent marine highways clear for the ships of all nations.





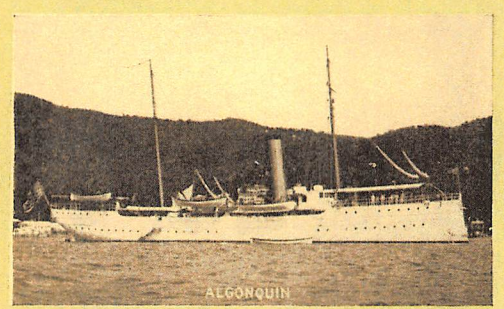


### Co-operation with the Life-Saving Service

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 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.

### 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.

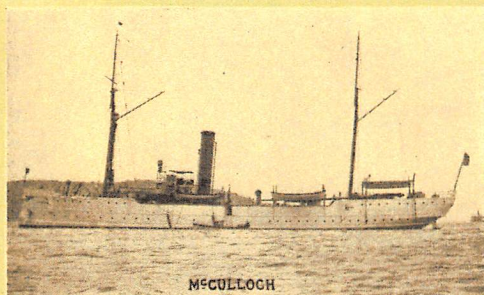
During the War of 1812 the first capture made was that of the British topsail schooner PATRIOT by the revenue cutter JEFFERSON. A total of fourteen British vessels captured, with their guns, officers, and men, tells briefly the story of the operations of the Revenue-Cutter Service during this war.

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.





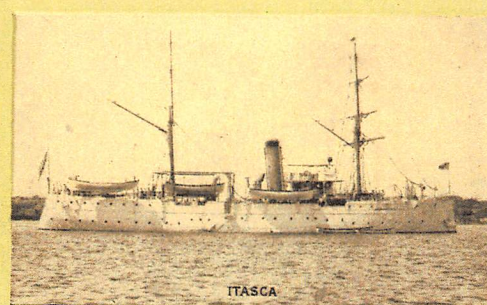


MCCULLOCH

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 extricating 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 reconnaissance 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



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to the squadron." It 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 other officers and the members of the crew of the HUDSON.

### Present Organization

HON. WM. G. MCADOO  
SECRETARY OF THE TREASURY

HON. BYRON R. NEWTON  
ASSISTANT SECRETARY OF THE TREASURY  
HAVING SUPERVISION

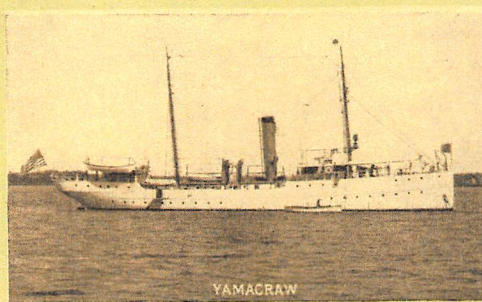
CAPT. ELLSWORTH P. BERTHOLF  
CAPTAIN COMMANDANT

THE Revenue-Cutter Service is a branch of the Treasury Department. The commissioned officers and cadets on the active list number two hundred and forty-two. 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 total authorized personnel is one thousand eight hundred and thirty-eight.

The Service has an academy located at Fort Trumbull, New London, Conn., 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, fit the cadet for his duties as an officer. Original appointment in the engineer corps is as cadet-engineer, the maximum age limit being 25 ½ years.



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